

KOVF JOINT MEETING WITH WYVIL ESTATE RESIDENTS' ASSOCIATION
WHEATSHEAF HALL 19TH MARCH 2014

The Chair welcomed the first presentation from Vauxhall Sky Gardens
www.macegroup.com

Community Engagement Manager: Michelle Baker;
The Project Director: Chris Harrison and
Construction Manager: Bob Jeffreys

Michelle gave background about Mace, a company with global experience. In London, it has been involved with the London Eye and the Shard.

Sky Gardens situated opposite Sainsbury's on the corner of Wandsworth and Wyvil Roads will comprise a 35 storey tower with integral gardens on some floors. Two penthouses with their own gardens will be on the top floor. There will be 35 affordable units from 2 to 4 beds. There will be retail outlets on a new mall and a play area for children on the first floor.

The main construction is from now to September 2016. The concrete pouring will start next year and building will continue for a further 18 months. Working hours will be from 8am to 6pm, Monday to Friday and on Saturdays 8am to 1pm. Some working outside these times will be necessary for deliveries or when continuous operation is necessary (eg cement pouring). They announced plans to make Wyvil Road one-way. The team stressed they wanted to engage with residents and invited any of us to visit them in the site office and to let them know if any problems were being encountered.

The team had an information board and a presentation but due to pressure of time could not display or go through the full presentation but they did show clearly what the development would look like on completion. The only access to the community is the retail space open to the public. Gardens are for residents only.

The team clarified they plan and deliver the construction, they are not the developer.

Annex I: Vauxhall Sky Gardens Questions and Answers

The chair welcomed the second presentation to "Nine Elms Sainsbury's Development Presentation" by:
<http://www.sainsburys-nineelms.co.uk/>

Clare George
Chris Sharp
David Mills
Paul Saunders

The team circulated information sheets and gave only a brief introduction to invite liaison via the site office in the Sainsbury's site opposite the Estate. They want to engage with residents and invited questions or concerns. They also have a contact number 08454606011 that is manned from Monday to Friday 8am to 6pm and Saturdays from 8am to 1pm.

Questions and Answers are at Annex II and Sainsbury's presentation is at Annex III

The chair welcomed the presentation by David Boardman, KOV on the Vauxhall Gyratory and bus station

David Boardman, Head of the Planning Group from KOV Forum spoke to the handout attached at Annex IV

Main points:

Context of the Vauxhall Gyratory current situation: Vauxhall is sitting in a cluster of tall buildings and normally you put offices in tall buildings with a lot of employment but

unfortunately Vauxhall has not attracted business into offices. Instead, developments have become high density residential and student accommodation and very expensive high end flats. A good balance of jobs and homes has not been achieved. With every new development there has been a marked loss of jobs. Council Planning Policy carries much of the blame.

Lambeth's plan to try to rebalance the equation is to improve the gyratory by making it two way working and therefore more attractive and to remove the bus station in favour of their aspiration of building a 'High Street'.

At this stage we have doubts of the viability of the High Street as set out in the Lambeth Plan. It takes no account of the de facto emergence of business development in other parts of the nearby area, for example the major retail development led by Sainsbury's not far from the Vauxhall Cross gyratory. There are other sites nearby too that offer better alternatives for a High Street. The depth of the Bus Station site is also insufficient for an effective High Street, let alone the impact of dispersing bus stops, which is what will happen if the Bus Station is removed. We must all focus on the Lambeth Plan and make our views known before the deadline for comments.

The Chair recaps: TfL and Lambeth Council put forward two options at the KOVF public meeting on 14 January that introduced two-way roads and removed the bus station. Since then, and in response to widespread public sentiment for which KOVF has partly provided the platform, Sir Peter Hendy, TfL Commissioner, announced a third option that would retain the bus station but details have not yet been published. has emerged but hasn't been published yet.

Councillor Mark Harrison speaking for Lambeth Council spoke. He subsequently provided a text of his speaking note which is attached at Annex V. His main points were that Lambeth is listening to all options, including keeping the bus station and that the points of views of all users need to be taken into account. The one way race track around Vauxhall Cross needs to be calmed. The street needs to be humanised. He would like to separate out the three issues: Gyratory, the future of the bus station and the creation of High street and whether this is desirable or not. What they want to is the centre of Vauxhall to pull together Kennington, the river side and the projects from Nine Elms. So they need Vauxhall to be the centre. It is not just the bus station, or just the rail station. They want a place where people want to come, and to stay late after work.

- **The Chair** welcomed these remarks as refreshingly different to what KOVF had been told by members of Lambeth Council previously and asked the Councillor to provide a written note for accurate publication.

Another member of the public agreed that this was refreshing news. It is the first time someone from Lambeth has said this. She is a supporter of keeping the bus station and reported how she had seen the positive impact created by its creation and set out a strong case for its retention as a safe, convenient and accessible public transport interchange.

Questions and Answers are at Annex VI

The Chair reiterated the KOVF position and added that, having heard the various points of view, he felt that it was important that there were more options on the table than the original two, which were based on removing the bus station. He said he was pleased to hear that this is now likely to be the case. This is possible thanks to the power of community and KOVF has played a role in this. He encouraged those present to sign the register and join KOVF.

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ANNEX I

Vauxhall Sky Gardens: Questions and Answers

- **No information given in advance of works starting and website still unclear. Noise is very high:** Chair explained that Mace had been in touch earlier but this was the first opportunity for them to address residents via the Association. Mace explained they were anxious to engage now and that noise was within statutory limits.

- **What does affordable actually mean?** – Social rented via a housing association for key worker working in the community. Price not specified.

- **How are you doing community engagement?** – Meeting people in the community, talk to stores, newsletters; this is their first public presentation.

- **The main work starts at 8am but security people make a lot of noise at 7am or earlier. Is possible to stop that?** – They undertook to rectify this with security

- **Concern about lack of earlier consultation and in particular the proposal, seemingly far advanced, to make Wyvil Road one-way:** Mace said they had had four meetings with Lambeth and the proposal was ready to be signed off.

NB There was considerable vocal concern by residents to this announcement.

Chair: Made a note for follow-up due to lack of consultation and put down a marker that residents would have serious concerns due to the impact it would have for access. This seems to link with an earlier tentative proposal connected with the 12-20 Wyvil Road development which apparently would provide funding to build the school for which the Keybridge House development had provided the space. Wyvil Road traffic might be made one-way indefinitely or otherwise reduced so that schoolchildren could cross safely between Wyvil Primary school and the new one.

Kate Hoey MP: Lack of consultation unacceptable. Would be inconvenient for many people for a long time. The Council need to make sure all are informed before this is signed off. It is surprising if this is already confirmed.

Dust, noise and vibration concerns for many years, particularly vulnerable members of the community, for example with health problems: Mace invited people with particular problems to visit them in their offices as all these issues of health and safety and dust are monitoring very strictly and dust levels are not higher than statutory limits. The resident couldn't believe it as his car is now covered with dust, others agreed with him.

Chair addresses Mace: Please provide information on dust levels and monitoring so that we can make everyone aware and, if we feel it is necessary, call for independent monitoring.

Several residents are concerned about vibration, with cracks appearing on walls in some: Mace said they are small building site among several. Sainsbury's is much bigger. Information on vibration is monitored and sent to Lambeth Council. They comply with regulations. The vibrations we feel are not strong enough to damage any property otherwise they wouldn't be able to build in London. Any apparent damage should be reported to Lambeth and a claim submitted.

Three comments on need to take account of cumulative impact of development, possibly each developer within statutory rules, but combined impact probably exceeds this. Particularly when considering wider scope of development.

Chair: Reported the excessive vibration to the Chair of Lambeth Living orally and in an email recently but has had no reply. If residents feel that damage is being done, please tell the Residents' Association and report it to Lambeth Living.

- **How much of the demolition spoil would be taken away by river and how much would be removed by lorry through the centre of London:** Most of demolition is now complete and it was taken away by road.

- **Whether haulage transport complied with highest standards of regulatory rules:** Mace said that they did.

Chair: According to Sunday Times all flats already sold off plan for much more than envisaged cost so developer has bigger profit than originally declared to Council. Implications for number of affordable houses that could be built and public realm contribution. Original S106 money was to improve under the railway bridge and an environmental plan for our Estate. We expect you can do more for us now. On behalf of local residents, what is in it for us from this development?

Mace: We are not the developer just the builder. The developer has to given a lot of money to the Council through planning to be able to do all the things are going to regenerate the place with schools etc. All of this develops your community.

What do you do to make sure local people have jobs? Part of planning includes employing local people and on this project they had to give six apprenticeships within Lambeth Borough. These jobs will be advertised in the High Schools of the area and monitored by Lambeth.

Cllr Jack Hopkins for Lambeth Council: If higher profit is made a share of this money will be put into the community. If there is more profit on this development and it has been sold for more value, this money can come back to Lambeth. There is already £140,000 just for the Wyvil Estate. There are a lot job opportunities for local residents.

The Chair thanked Mace and offered to advertise contact details via the Residents' Association.

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ANNEX II

Sainsbury's: Questions and Answers

- **Three questions about continuous loud noise, lots of dust and vibration. What are you going to do about this?** Any construction going on in any where is constrained by Local Authority restrictions so there are set levels for noise, dust and vibration and we have to work within these limits. We also self monitor. Unfortunately some inconvenience is inevitable but we will do what we can to minimise it, for example in the summer when it is dry and more dust might be created we will take steps to reduce it.

- **Would you pay for cleaning windows and cars that had become excessively dusty?**
We would consider doing so as a gesture.

- **Your work starts at 8am but some of the workers come at 7.30am and others come at 5am and shake the gates to get access. This is very noisy.** We did not know. We will stop this straight away and install a call system. We also had a problem with a generator will address that too. Please let us know if there are other noise problems like this. We will deal with what we can as quickly as possible.

- **First thing in the morning big lorries are turning up at the site and remain in the Wandsworth Road till the gates open. This causes a noise nuisance:** Unfortunately big deliveries have to arrive by road before 7am and this means they have to park till we can open our gates to start work at 8am.

- **Since the start of the Sainsbury's store demolition there has been an influx of mice on the Estate. Much more than in the past.** Will look into it and see what can be done to help.

The Chair said it would be good idea to keep a track record of noise, dust, vibration and any mouse infestation. He suggested residents might want to drop an email or note to the Association.

Several comments about parking. Wyvil Estate is being used by non-residents to park their cars. Will there be parking space for every new flat in the new development?

There will be 645 flats and 150 parking spaces. 52 flats are shared ownership. 150 parking spaces should be enough because we normally struggle to sell them in places where there is good transport links.

Cllr Jack Hopkins for Lambeth Council : Residents will not be allowed to sell-on their parking spaces in the new development.

Can you give us a summary of time lines of what is going to happen? We aim to hand over the completed store to Sainsbury's in Spring 2016 and expect there will be an overnight transition from the temporary store to the new one. But we cannot be sure when the temporary store will close: it depends on final decisions relating to the Northern Line Extension because the proposed new station will be built on this site.

Questions relating to the Northern Line Extension: This depends on the Public Inquiry and decisions by the Secretaries of State. We will publish information on how this might affect the temporary store and other impacts on our website as it becomes available.

Question for community benefits : Lambeth is very passionate about local labour and an initiative on training. On this scheme there will be over 50 work placements for 16 to 19 years old for schools to get them to engage with the development and 4 graduates for full time jobs. For schools and communities there will be around 40 education discussions to promote the construction industry. Overall, there will be a; minimum of 75 apprenticeships across the borough and at least 40 jobs advertised in the local area. All the subcontractors are also encouraged to use local labour.

-Where people can find about Jobs? Currently Lambeth Wandsworth are joining functions with Nine Elms in a coordination unit. They want to coordinate all the opportunities in the wider area. This information is in the Lambeth and Wandsworth websites and on our own website there is a link to who will we need and when.

- Access to the Sunday Market? The whole market area is being redeveloped and there will be a new whole market there. There is a mixture of commercial, residential and a new market. The big picture is to link the access road which is along side the new development under the railway arches to Nine Elms. This will open up a new access route for pedestrians to the Thames.

Are your vehicles registered to the highest operating standards? Almost all the vehicles are registered to this level. Not all of them because of the roll out of new equipment.

All the developments around Vauxhall are making a big improvement

On this positive note, the Chair closed the discussion and thanked the team for sharing this information.

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ANNEX III: Sainsbury's Flyers

N I N E E L M S P O I N T

The Scheme

Nine Elms is a landmark development project being delivered in partnership by Sainsbury's Supermarket Limited and Barratt London.

In June 2012, the London Borough of Lambeth granted planning permission for a scheme to provide:

- A brand new Sainsbury's supermarket
- 750 high-quality new homes
- Retail units along a new market street running east to west through the site
- A 298 sqm child tutoring service
- 1860 sqm of business / office space
- 779 sqm for an energy centre

The new development will also accommodate the new Nine Elms station on the Northern Line extension.



CGI OF SCHEME

BARRATT
— LONDON —

K E Y D A T E S

February 2014	Work commenced on site
February 2016	Section 1 complete. Handover new Sainsbury's store and completion of Blocks E & F
Summer 2016	Landscaping to Wandsworth Road complete
Summer 2016	New Sainsbury's store open for trading & Block C completed
Summer 2016	Block D completed
Spring 2017	Block H completed
Spring 2018	Block K completed
Autumn 2019	Block G completed, construction process complete



BARRATT
— LONDON —

CONSTRUCTION ENGAGEMENT

The first phase of the regeneration project is due to be completed in 2016, and a temporary store will allow customers to continue to shop at Sainsbury's Nine Elms during construction.

Barratt London understands that this is a busy residential and commercial area and wishes to work with local residents and businesses where possible to minimise the impact of demolition and construction activities.

We have registered the site with the Considerate Constructors Scheme and will comply with strict regulations and supervision of demolition and construction activity. We will also work in close liaison with the London Borough of Lambeth to ensure the construction process is monitored and causes minimum disruption.

In the upcoming weeks we will also be establishing a Construction Liaison Group where members of the Development Delivery Team will be on hand to answer questions that any local residents and business owners may have regarding the construction process.



The current hours of operation agreed with Lambeth Council are:

Monday to Friday: 8am – 6pm
Saturday: 8am – 1pm



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ANNEX IV: David Boardman: Head of KOVF Planning Working Group

KOVF Presentation ref Vauxhall Gyrotory 19 March 2014

Messrs Tuckerman – Evidence to the 2010 Bondway Inquiry

“Vauxhall as a location is well provided for by transport facilities, benefiting from the train and tube lines as well as the new bus station. It is also a short walk to Westminster and Victoria. However, retail amenity is poor and the local environment has no ‘heart’ from either a community or business perspective. It is also viewed as a harsh environment due to the one way system, the clubs and the vagrant population. It is therefore generally seen as a secondary office location by the property industry and business community.”

Lambeth Adopted Core Strategy 2011 Vauxhall Policy PN2 Extract

“...Overall, development will be supported to provide at least 3,500 new homes and 8,000 jobs in the Vauxhall area and appropriate community and public transport infrastructure improvements will be sought.

Draft Lambeth Local Plan 2013

“11.8 For Vauxhall, this means the development of approximately 3,500 new homes and the creation of at least 8,000 new jobs, including construction jobs. This represents a significant opportunity for Lambeth that the council wishes to optimise provided that it delivers regeneration benefits for the community as a whole.”

Draft Policy PN2(f) “(f) The creation of a series of streets, spaces and places, revitalising Vauxhall with a new high street shared between pedestrians and vehicles and a new urban square as a focus for the new district centre.”

Draft Policy PN2(j) “Improving the transport experience throughout the area by reducing the dominance of road traffic, increasing the capacity of public transport infrastructure and maximising opportunities to walk and cycle safely and comfortably throughout the whole area. This will include working towards the removal of the gyratory. At the outset this will involve remodelling the bus station so that the canopy is removed and bus stops and stands are relocated to allow for the introduction of the high street, improved public realm and connectivity with surrounding areas.

Simplified road junctions and crossings will achieve a shift in place making terms, concentrating movements along natural desire lines throughout the whole area. The council considers that these initiatives, along with the implementation of the Northern line extension, will help open up a range of opportunities for the borough’s residents and businesses that would not otherwise come forward. Developments must be at least traffic neutral to support the objective of removing the gyratory.”

WNEB-PR-FM-Study-Final-Report_Final-14.pdf - Adobe Reader

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Tools Sign Comment

6.2 Options for Vauxhall Cross Area

Option 3 - Two-way with Buses and Cyclists only in Parry Street

Option 3 proposes turning the gyratory to two-way working and closing Parry Street to general traffic to allow only buses and cyclists through. This option provides the following benefits and has the following impacts:

Benefits:

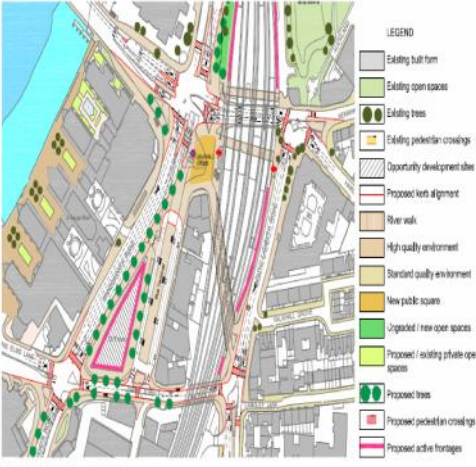
- Significant improvements for pedestrians crossing at the Parry Street arm of the Nine Elms Lane / Wandsworth Road junction and along the whole of Parry Street.
- Reduced carriageway / widened footways on Parry Street, reducing crowding and adding to the public realm.
- Possibility of creating a shared space on Parry Street.
- Consolidated public realm within the gyratory central area.
- New Public Square at the Underground and National Rail station entrances.
- Reduced pedestrian crowding and conflict with passengers waiting for the buses in the bus station.
- Simplification of the Vauxhall Bridge / Albert Embankment junction and the Wandsworth Road / Nine Elms Lane / Parry Street junction leading to reduction in traffic delays and accidents and improvements for cyclists and pedestrians.
- Improvements for pedestrian crossings at other simplified junctions due to two-way working.
- Interchange between the train stations and the bus station works well as stops can be located along the periphery of the station layout, negating the need for pedestrians to cross carriageway space to access stops.
- Additional public realm/open space along railway viaduct at southern end of Albert embankment.
- Potential new uses of South Lambeth Place and its arches.

Impacts:

- Network capacity and resilience is reduced (traffic reductions of 36% and 31% required in the AM and PM respectively) leading to problems for emergency services, bus reliability and increased frequency of local network congestion problems.
- Traffic delays will increase and diverted traffic will impact on the wider network.

Variations

Variations on this option look at reconfiguring the Vauxhall Cross central space to optimize public realm benefits and improve bus station capacity. These propose removing the existing buildings and adding land associated with them to the developable land within the central area to allow consolidated development, and relocating the bus station to create an interchange zone parallel to the viaduct and an integrated public realm. This would also allow potential new uses of the viaduct arches.



LEGEND

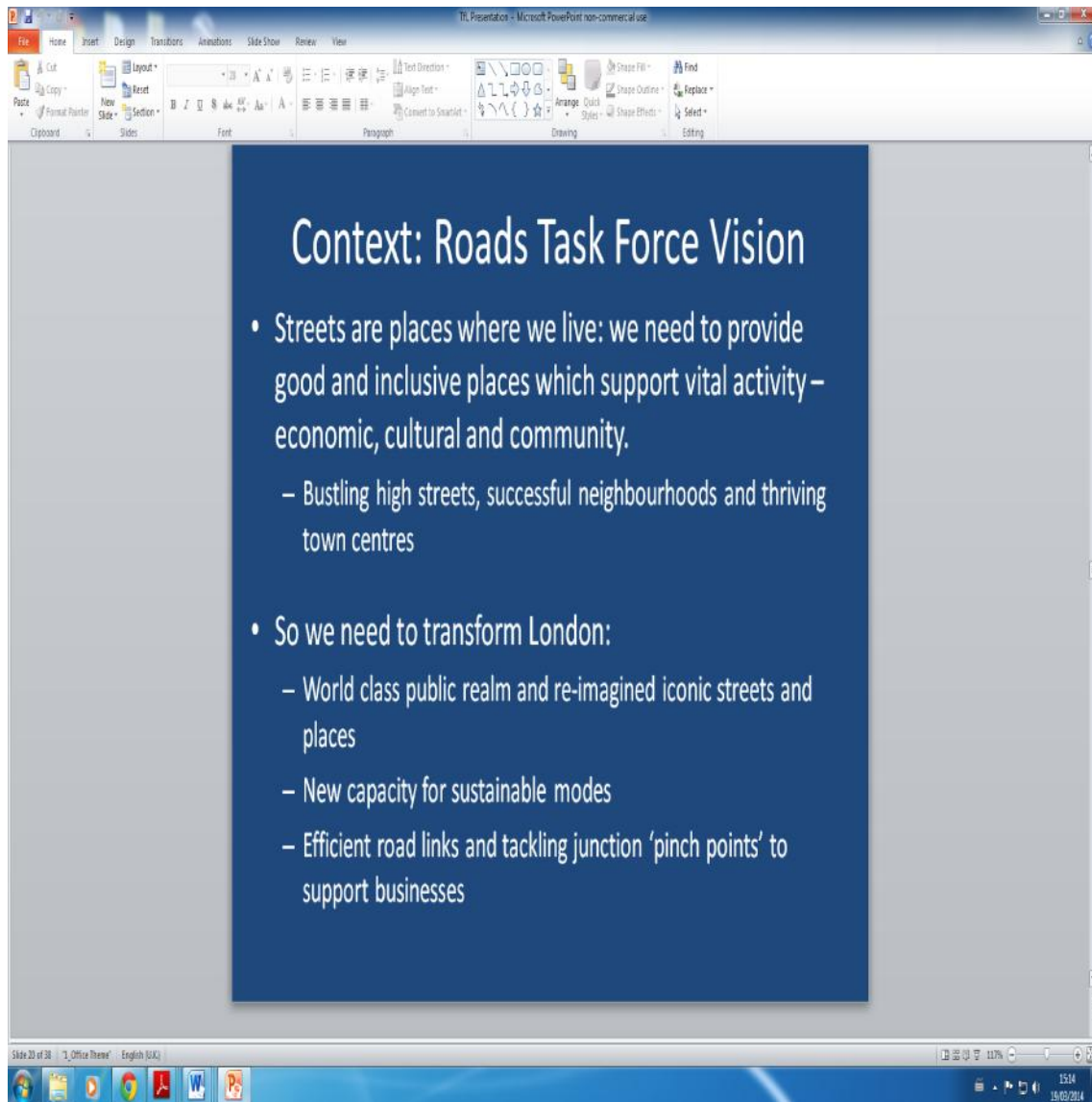
- Existing built form
- Existing open spaces
- Existing trees
- Existing pedestrian crossings
- Opportunity development sites
- Proposed kerf alignment
- River walk
- High quality environment
- Standard quality environment
- New public square
- Ungraded / new open spaces
- Proposed / existing private open spaces
- Proposed trees
- Proposed pedestrian crossings
- Proposed active frontages

Figure 6.2.4 Vauxhall Gyratory Option 3

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18:30 18/03/2014

Burns and Nice Public Realm Study 2011 in support of OAPF



Ex TfL Presentation ref Roads Task Force Report 2013

Ex TfL Presentation ref Current and Future Work

TFL Presentation - Microsoft PowerPoint non-commercial use

File Home Insert Design Transitions Animations Slide Show Review View

Cut Copy Paste Format Painter Clipboard

Layout New Slide Section Slides

Font Paragraph

Text Direction Assign Text Convert to SmartArt

Drawing

Shape Fill Shape Outline Shape Effects

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An urban design concept for Vauxhall

Further Urban Design work to be done.

Will help visualise the District Centre and other parts of the road network – e.g. under the viaduct.



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ANNEX V
Vauxhall Gyratory: Statement from Councillor Harrison

Statement from Cllr Mark Harrison about comments at KOV about Vauxhall gyratory and bus station

As far as Lambeth Labour councillors are concerned, all viable options for transforming the Vauxhall gyratory are open, and we are open to hearing people's ideas.

Currently TfL are testing options to see if they will work - the two previously circulated to KOV, and they are now exploring a third which introduces two way working and preserves the central bus station function.

There is still a huge amount of work to be done before the Autumn in working through these options and we welcome and will be seeking people's views in the meantime. And just to underline, TfL and Lambeth are committed to full and genuine consultation before any decision is made.

We aren't wedded to the creation of a high street exactly as sketched out in the Vauxhall SPD. We are committed to creating a district centre for Vauxhall which ties together the area, and provides quality public space, shops and restaurants. As mentioned above, there will be further discussion with residents, businesses and commuters about their priorities and how best they see this happening prior to consultation that TfL and Lambeth will be undertaking the Autumn. The exact form of the Vauxhall district centre will be determined by decisions which are made on the gyratory and the bus station.

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ANNEX VI
Vauxhall Gyratory: Questions and Answers

- Several remarks that the bus station should be retained but made attractive with easier cycle access. The Mayor says he wants integrated transport, and so does Lambeth Council, but they are pressing still to disperse bus stops.

Who has the final decision on what will happen to the bus station? Lambeth Council.

How much is going to cost and who is going to pay for it? One of the proposals that TfL is pursuing to propose to Lambeth would cost about £40 million with a High Street and new layout instead of the bus station. Money would come from developer contributions

Question: What is KOVF going to do?

KOVF Chair: KOV position is to find maximum benefit for the whole community. Most people at our 14th January meeting wanted the bus station retained and improved access for cycling and pedestrians. In our view, these are very sensible suggestions for an effective, safe and efficient transport interchange. We want to calm the traffic. Two-way traffic could make a significant improvement. We need to ensure that this effective transport hub is used to attract business and recreational development and made to look attractive. We are open to ideas on how to retain and gain all these benefits but we need more than two options, both of which remove the bus station.

Kate Hoey MP emphasised the need to comment on the Lambeth Plan before the deadline and reiterated that Lambeth Council and TfL had only put forward two options for Vauxhall Cross at the previous KOVF meeting both of which involved removing the bus station. She thanked campaigners for bringing the matter to wider public attention. This seems to have sparked TfL Transport Commissioner Peter Hendy into announcing a third option. The options now therefore are:

Option 1-two way working, no central bus station, no widening of the viaduct

Option 2-two way working, no central bus station and widening of the viaduct

Option 3-(new one) two way working, Central bus station and widening of the viaduct

The new option is not official yet but it would be shared when it is.

This is important for local people and for commuters across London. Vauxhall is a London wide transport hub. If people want a covered bus station with integrated bus stops, this should be retained. The High Street idea has good intentions but the consequences are significant. Money should be spent on improving cycling and pedestrian access to improve Vauxhall further as a safe transport interchange.

One resident felt the position had political overtones and that the Residents Association should not become involved in petitions till they had considered the issues. Bus stations, from an architectural perspective, were old fashioned and were being phased out globally.

The Chair clarified that the KOVF position (and subsequent petition, which KOVF supported but was up to individuals to decide whether to sign) was based on evidence and public views. Political parties were divided, the KOVF position was not influenced by any party politics.

Several comments came from the public supporting the retention of the bus station and calling for clear and transparent planning so it is possible to discuss options in an informed and open way. Another comment was that during 40 years Vauxhall is been working very well with no disruption with the traffic and this should be taking into account. Several comments were made in favour of seeking options to improve the gyratory while keeping the covered bus interchange. The area should be made nicer and weather protective canopies as at present should be retained. We should work together to find a solution that benefits everyone, not fight against each other for the aspect that best suits our lifestyle eg as a pedestrian or cyclist.