



**KOVF BOARD MEETING MINUTES
WEDNESDAY, 2ND DECEMBER 2015
CARMELITA CENTRE
6.30PM**

**Action Points and Summary 2 December 2015
6.30pm KOVF Public Meeting, Carmelita Centre**

Consultation links and final dates for receipt of responses:

- 16th December, Oval Gasholder Masterplan consultation (OAKDA)
<https://www.lambeth.gov.uk/consultations/oval-and-kennington-development-area-oakda-masterplan-consultation>
- 21 December, Durning and Tate South Lambeth Library Culture 2020 consultation
<https://www.lambeth.gov.uk/consultations/durning-library-and-tate-south-lambeth-library-consultation>
- 10 January, Bus route changes to 436 and 452 – see
<https://consultations.tfl.gov.uk/buses/436-452>
- 17th January, TfL consultation on Vauxhall Gyratory – see
<https://consultations.tfl.gov.uk/roads/vauxhall-cross>

1. Apologies and introduction from Chair

Apologies:

Cllr Simpson

KOVF Board members: Marilyn Evers; Mark Harrison and Byron Green

Attendance:

A list of those registered at the meeting is given at Annex A.

The Chair welcomed the packed assembly and ran through the format of the evening. There were two items on the agenda: the gyratory system and the former gasholders site, which was subject to a redevelopment proposal from Berkeley Homes.

The Chair announced that MP Kate Hoey would be chairing the session on the Vauxhall Gyratory, but was also due in parliament to vote on whether the UK should enter Syrian air space. As a result the Chair announced that she would be adjusting the agenda to fit around Kate Hoey's other urgent commitments.

The Chair thanked her team of volunteers on the Board, particularly Chrys Loizou and Andrea Hofling who had organised publicity in the form of posters and a leaflet drop to 5,000 households.

As the meeting hall was exceptionally full, she paid particular attention to making sure that attendees were aware of the locations of the room's two fire exits.

Attendees were invited when they signed in to the meeting to submit written questions for tabling during the Gyratory System session, giving their name and, if applicable, the organisation they represented. Questions for the gyratory system session would then be collected in advance and read out so that everyone could hear.

2. Any Other Business

Any Other Business was therefore discussed first.

2.1 Durning Library consultation

Edith Holtham, Chairman of Friends of Tate South Lambeth had requested to speak and was given the floor. Edith Holtham urged those present to speak up for both the Tate South Lambeth Library and the Durning Library ahead of the formal closure of the consultation period at 11pm on 21 December. She argued that the consultation document wording had been flawed as it suggested that the choice was between the Durning and Tate South Lambeth libraries. She also pointed out that the original consultation had not presented an honest representation of the choices, at no point before the Culture 2020 consultation launch had proposals for converting the Library into a Gym been discussed with the Friends of Tate South Lambeth. She regretted that just one councillor would be able to decide the library's fate.

2.2 Proposed changes to 436 bus route

The Chair reminded the audience that TfL are consulting on changes proposed to the 436 bus route. Comments can be made online. The deadline for response is 10th January 2016.

SESSION 1 – VAUXHALL GYRATORY SYSTEM AND SURROUNDING TFL ESTATE

The Chair (Helen Monger, up until MP Kate Hoey's arrival) introduced the speakers. They were:

- Nigel Hardy, Head of Surface Transport, TfL
- Cllr Jack Hopkins, Cabinet member for jobs and growth, Lambeth Council
- Michael Keane (KOVF) and Eleanor Alexander (DSDHA Architects), representing Our Vauxhall
- Helen Irwin, Save the Bus Station Campaign

Their on-screen presentations (Cllr Jack Hopkins and Helen Irwin did not have visual presentations) are attached as Annexes B, C and D.

Presentation 1 - TfL

Nigel Hardy presented the TfL's plans, emphasising how much better they were than the existing arrangement and then took the following questions.

Q1. Why have TfL excluded the community initiative from the new consultation?

A. We have not. We met with Michael [Keane] and others and did outline modelling of their proposals – most particularly, taking South Lambeth Road out of vehicular use. We fundamentally don't think it's feasible or right to take traffic out of it.

Presentation 2 – Lambeth Council

Cllr Hopkins added that closing the road at Loughborough Junction turned out to be so problematic that it has put the Council off authorising road closures like that again. People want rid of the horrible, dangerous gyratory road system at Vauxhall and Lambeth has lobbied TfL for two years to get them to talk. Cllr Hopkins keen that we mustn't waste this opportunity. The new proposals are not perfect, but they are safer for pedestrians and

cyclists. Air quality will be better, shops will benefit and the arrangement and number of bus stops is still good. It is a positive thing for Vauxhall.

Presentation 3 – Our Vauxhall

Michael Keane and Eleanor Alexander presented an alternative vision for a new road system, part of Our Vauxhall, a masterplan for Vauxhall.

They spoke of the need for TfL and Lambeth Council to consider Vauxhall as a part of central London and to create pedestrian links that would encourage its “peninsularisation” onto central London. They were adamant that other junctions would not become swamped with traffic if South Lambeth Road was closed to traffic and turned into a new, pedestrianised, public open space. Doing this would help create new links for Kennington Lane for pedestrians and increase the permeability of the area for crossing from east to west. Their scheme was about creating many new links for pedestrians, from all directions, not simply across the river.

Michael explained that different individuals, examining how to improve the road system in Vauxhall independently, had separately arrived at this same conclusion. He singled out Colin McColl who had come up with the scheme Our Vauxhall had later adopted.

Michael concluded by saying that the public needed the chance to compare the TfL schemes and Our Vauxhall ones: they had not been given this so far. The wording on the TfL consultation survey did not present the Our Vauxhall one as an option. He urged those present to write in to TfL and specifically say that they would like the Our Vauxhall one to be built. He expressed his dismay that TfL had reneged on its pledge to Martin Worthington and himself that it would model, in detail, the Our Vauxhall scheme.

His final message was that a new scheme must have fully two-way traffic flow.

Presentation 4 – Save the Bus Station

Helen Irwin expressed her dissatisfaction with the TfL scheme’s reduced-size bus garage. She said that the new arrangement would afford less shelter, worse access and would put passenger safety at risk as people would be forced, at night, to leave the safety of a well-lit central area when changing buses.

She complained that Lambeth Council and TfL had not played fair with the phrasing of the questions in the survey offered to the public on their proposals and urged them to reconsider.

Kate Hoey then chaired the question and answer session.

Q1. (Chrys Loizou). “The public realm proposals looks like the poor relative of Nine Elms. There is no evidence of public art and minute green spaces. In addition the public realm plan within the consultation has no legend or commentary”.

A. (Nigel Hardy). “TfL welcomes local residents’ comment on detail for planting and public art and would look favourably on it”.

Q2. (Stefan Cross). “Isn’t a mini-gyratory system, as TfL is proposing, dangerous?”

A. (Nigel Hardy). “We can’t make the new road scheme working without it”.

A. (Cllr Jack Hopkins). "Once the scheme has been built, we have some scope for tweaking it".

Q3. "There was no option in the consultation survey to say we wanted to keep the bus station but get rid of the gyratory system, which I think is regrettable. People unfamiliar with the area will have difficulty when changing buses if they have to change bus stops"

A. (Nigel Hardy). "We couldn't keep the bus station and make the new road layout work. It will be alright for people changing buses"

Q4. (Kate Hoey). "Can you guarantee people won't get wet changing buses when it rains?"

A. (Nigel Hardy). "There are going to be canopies at bus stops and between them which will afford good shelter"

Q5. (Kate Hoey). "So basically you haven't listened!"

A. (Nigel Hardy). "We have!"

Q6. (Battersea Society). "Why weren't we consulted?"

A. (Nigel Hardy). "Because of scoping limitations. If you would like to meet with us, I would be happy for that. We drew our consultation base from Oystercard user data".

Q7. (Colin McCall). "Why is peninsularisation possible at Elephant & Castle and at Old Street roundabout but not at Vauxhall. I've never had any response more coherent than 'because' "

A. (Nigel Hardy). "Because it's not right for Vauxhall".

Q8. "Is TfL planning to sell off any bus station site?"

A. (Nigel Hardy). "Whatever TfL applies for will have to be approved by Lambeth's planning committee. We have to look at ways of saving money".

Q9. "TfL have put nothing coherent together which evidences why the Our Vauxhall scheme couldn't work"

A. (Nigel Hardy). "We have listened. The pavements are wider, there is better urban realm..."

Q10. (Kate Hoey) "... but you haven't gone past the waffle"

Q11. (Nick Biskinis, Clapham Society). "I feel sorry for Nigel as he has to try to defend a scheme which he knows is not as good as the alternative. Buses are important to so many people. You can't call breaking up a transport interchange an improvement. I work with the Police and know this will be more dangerous for people as they have to leave the well-lit area when changing buses. This is London's second busiest bus station"

Q12. (Deborah Saunt). "Let's try the 'New York Model' here. I know TfL have heard of it. What it means is you test a plan out for two years – in this case it would be closing South Lambeth Road – and do temporary road markings and signage. You'd don't spend a great deal of money and you see if it works and is popular. It's bottom up. Let's do it!"

Q13. (Kate Hoey). "This should not be rushed. The deadline of 17 Jan 2016 for consulting is far too soon when you factor in the holiday period. It needs to be

extended. There seems to be a rush to get this through before the May 2016 mayoral elections. Why? Do you want to get this all sorted out before the pre-election purdah? It would be better to wait and have it included in the candidates' debate".

A. (Nigel Hardy). "We'll look at getting the consultation deadline extended. We don't have to get it all sorted out before the election, but everyone would like that".

Written questions which were incorporated into other ones tabled were:

- (Tommy Candler) "We want you to model the One Vauxhall scheme and interact with them. Will you undertake to do that?"
- (Bridget Bell) "The new cycle route is excellent – there is no need to iron out kinks or spend more money. For security, ease of connection between all the transport systems passed by TfL – bus, train, underground – why spread them out? Disabled, elderly, families, late-night travellers: then inclement weather"
- (Brian Vos, Our Vauxhall) "How do you reconcile repeatedly saying that the proposal is better for pedestrians when bus stands will be located in the tunnel of South Lambeth Place where people are compelled to walk through a space that will have more diesel pollution of the type that is associated with lung disease and cancer?"
- (Marchia Pratt) "Why can't we have our bus station? We have expressed our opinion on this before".
- (Sarah Frith) "Would it not be more convenient and safer to retain a centralised bus station so passengers can swap from one bus to another in the same location without having to cross traffic and with greater safety in numbers at night?"
- (Andrea Hofling) "On the online TfL consultation documents, in the section about the re-configuration of the bus station, there are clearly visible the outlines of several fairly substantial buildings on the public transport interchange site (more than a kiosk and public toilets). What are they, and how do they relate to the statement about TfL's 'commercial arm in Vauxhall' made by TfL at a previous KOVF meeting?"
- (Chrys Loizou) "The public realm plan on your website has no legend or any commentary. Hard to understand what is proposed".
- (Gareth Boyes) "The volume of people through the bus station in Vauxhall is dependent on the zoning of the railway station in zone 2. Has rezoning Vauxhall been considered?"
- (Gareth Boyes) "The congestion charge zone pushes traffic through Vauxhall. Have any considerations been made to change the zone boundary?"
- (Deborah Saunt) "Why does the local south side of the tracks have worse pedestrian crossings and longer journeys and no improvements for cyclists, pollution or road safety or kids!"

Kate Hoey urged people to respond to the consultation and request by 17th January but also to request an extension to that date given the holiday period. She thanked the presenters for their time and the session was closed.

SESSION 2 – GASHOLDERS’ SITE

Following a Tea Break, Helen Monger resumed the Chair

Presenters were:

- Percy Mulloney, Berkeley Homes and Colin Veitch, a representative from their partner architects, Grid Architects.
- Harry Briggs and Nicholas Boys-Smith from Create Streets

Presentations from each group are available at Annex E and Annex F.

The Chair apologized that Cllr Hopkins had left the meeting as he had been scheduled to speak for this item too. The Chair reminded the audience that responses to the consultation should be provided to [insert link] by 16th December 2015.

Presentation 1 – Berkeley Homes

Percy Mulloney spoke first. He explained how Lambeth Council had stipulated that Berkeley Homes should provide a masterplan for the former gasholders site which they would be developing and that the area was designated a KIBA (key industrial business area), which meant that any development would have to include office and workspace provision to a specified level.

He explained that the Berkeley Homes scheme wanted to open up the site to the public by creating new East-West pedestrian access routes through it as well as North-South ones. The developers had worked with Lambeth’s conservation officers and were aware of the historical importance of the gasholder structures. Gasholder No. 1 was deemed to be of the greatest significance of the three, from an archaeological and historical viewpoint, which was why it was the one that would be spared demolition.

40% of the homes to be built would be ring-fenced as affordable housing.

The peripheral buildings were relatively low-rise and respectful of the scale of neighbouring buildings, while the central towers would be up to 15 storeys high.

Presentation 2 – Create Streets for Little Oval

Harry Briggs said that this was a 5 hectare site; possibly the largest in Lambeth that would come up, and that Berkeley Homes’ scheme, whilst good in parts, still caused him concern.

He argued that the visuals submitted by Berkeley Homes were highly misrepresentative as to how much shadow the new buildings, particularly the towers, would cast during much of the year or how much impact they would have on existing views. Create Streets presented their own alternative visuals. Moreover, it was a concern that if two neighbouring tall towers were allowed planning permission, the permission for many more nearby would have been set.

Nicholas Boys-Smith then showed Create Streets’ alternative vision for how the site could be developed. It was of a similar density and incorporated stylistic design flourishes borrowed from New Orleans (wrap-around balconies) and Paris (curved corners on

buildings at the apex of a junction). There were no 15-storey towers, but no structures were very low-rise: typically they were around six storeys. There were a number of small, public open spaces. It was the outcome of public consultation and pro-bono work from a town planner.

Helen Monger chaired the question and answer session that followed. She pointed out that KOV had been trying to work with Berkeley homes since May to review the material and survey to ensure fairness but that this offer had not been taken up appropriately. She urged Berkeley Homes to conduct another public consultation, revising their CGI images to make their visuals more accurate and asking fair questions in their survey.

She asked David Boardman to give a brief statement on behalf of KOV as the Chair of the Neighbourhood Planning Group. He explained that KOV welcomed the significant business component to the mixed-use proposals, given the current Key Industrial Business Area (KIBA) designation. Under the current London Plan (FALP), Lambeth had only a limited annual ration for releasing KIBA sites for mixed uses, and releasing this site would use up 5 to 8 years' worth of that ration all in one go. So Lambeth would need to make compensating increases in other KIBA sites. Retention of at least one gasholder had been urged by KOV when the Lambeth Local Plan had been under discussion, and the arguments for making it Gasholder No 1 were strong on industrial heritage grounds.

The area is classified as "urban", not "central" under FALP housing density guidance, with a consequent lower cap, and he was relieved that the developer had gone for appropriate densities rather than seeking ones only relevant to city centre locations. However, while welcoming the hectare (10,000 sqm) of public open space proposed, with guaranteed service charge funding to maintain it, he was critical of the small proportion of it (13.5%) which was green, when so much more green space was proposed for the adjacent gated private housing developments on the site. The target should be 40% (4,000 sqm) of green public open space, the size of a pocket park, which would contribute to a west/east green corridor, stretching from Vauxhall Pleasure Gardens via the Oval to Kennington Park.

The proposals for 10 and 15 storey buildings were a serious disappointment. Anything over 9 storeys (equivalent to 30m) counted as a "tall building" under FALP. The watchword was "This is Kennington, not Vauxhall", and whenever the community was asked its opinion, it came down against tall buildings in this location. As noted, the provided views were misleading, and the necessary sunlight and daylight analysis was lacking, particularly the standard "shadows on 21 March" appraisals. It was therefore impossible to judge whether the open space met BRE standards. Furthermore, 2 tall buildings, such as the 15 storey towers proposed, constituted a "cluster", and Vauxhall now showed how a cluster generated more and more tall buildings. Berkeley Homes the developer had form for progressively increasing the height of buildings as originally set out in a "Masterplan" and Lambeth's Planning Applications Committee had often allowed tall towers in excess of plan guidelines. He regarded proposals which included buildings over 9 storeys on this site as wholly inappropriate. They would set a dangerous precedent for the area, and such inclusion would be a show stopper.

Q2. (Chrys Loizou). "There was no evidence or reference within the master plan information regarding the Vauxhall Gardens Conservation area".

A. (Nigel Hardy) "There is a reference (post minute note: Chrys Loizou was advised that the master plan documents did not include a view of the development from Vauxhall Gardens estate)".

Q3. (Chrys Loizou). “The introduction of TESCO in our area many years ago killed Vauxhall High Street. How is the new TESCO proposal going to rectify that?”

A. “OAKDA will look into that (Post meeting note: VGERTA formally logged the above and Berkley homes proposed a meeting post-consultation to discuss on how they can support VGERTA's proposals for Vauxhall Street revival”.

Q4. “Are the open spaces to be public or private?”

A. “Four are private. Some are at podium level. There will be one hectare of new, public open space”.

Q5. “Who owns the land?”

A. The gasholders are owned by SGN

Q6. “Thank you Little Oval! This scheme is far too high. Berkeley – how is the 3D model coming along?”

A. “We are going to get the software we need to do it soon, hopefully”

Q7. “Building inside Gasholder 1 will spoil the view and the outline I like. Also, I think Gasholder 2 is a better-looking gasholder – why are you demolishing it and keeping Gasholder 1?”

A. You must accept change and this will bring jobs and homes. I admit Gasholder 2 looks better, but Gasholder 1 is more important historically”.

Q8. “Our garden will be in shadow – it is east-facing”

Q9. “Tesco can't make a profit with the scheme as it stands: with their development only being four storeys. You've set them up so they can build a tower later, haven't you?”

A. That would be for Lambeth's planning committee to decide.

Q10. (Harry Briggs). “Go to our website – www.saveoval.com - and do the online survey. The consultation is ongoing and open-ended”.

The Chair closed the session but reminded everyone that it was essential that as many people as possible responded to the two consultations presented, otherwise the work of KOV would be a waste of time.

The meeting closed at 9.30pm.

Annex A - Registration

Ian Lawrence
Nick Biskinis
Azam Ayoubi
Peter Marston
Tessa King Farlow
Charles King Farlow
Kirk Hendry
Priscilla Baines
Gillian Watts
Anthony Behrens
Frank Colcord
Alex Doel
Peter Turlik
Pauline Gaunt
F Astroulakis
Erin McDermott
Grant Leggett
Martin Worthington
Cllr Jack Hopkins
Bea Beazley
Helen Pott
Ayodezi Mayaleke
Linda Suggate
Rodney Ovenden
Stephane Croce
Clare Heath
Adekunle Adegem
Helen Pilcher
Clarissa Matthews
Alison Forbes
Susan Huffman
Jane Champion
Christina Burnett
Malcolm Russell
M E Dynes
I Moore
Penelope Martin
Mike Appleton

Colin McCall
Esther Fakeye
Sara Frith
Tommy Candler
Chris Hadfield
Bridget Bell
Tony Brook
A J Colman
Mary Broers
Gareth Turner
Andrew Saxton
J Nicholson
Belinda Taylor
Ines Hamilton-Sanchez
Chelo Levine
J Gavin
Mark Leffler
Fiona Clark
Florentino Wemgrat
Cllr Claire Holland
Rhys Wincade
Deborah Saunt
A Prentice
Ross Davies
A Skeikh
Chavon Perry
Kanley Hayle
Emer Costello
David Vilares
Stephanie Reid
J Hall
E Davis
Peter Cobley
Faith Boardman
Jean Uzoma
N Smith
Janke Munday
Robert Harwood

Christopher Mitchell
Helen Monger
Emily Elkington
Keith Critchlevy
Mary Samaring
Edith Holtham
Martin Osengor
Crispian Cull
Daryl Kerin
Brian Vos
Helen Irwin
Janes Birl
David Boardman
Robert Letham
Percy Mullany
E J Andrews
Kurt Striegler
Marchia Pratt
Aurelie Hulse
Gareth Boyes
Ishbel Brown
Susan Smith
Liz Walton
Joan Wilder
M P Fairbrass
Tony Taylor
Richard Finch
Sandra Negbu
Cllr David Amos
Matthew Smythe
Colin Vehty
Michael Roc Thomas
Martin Stanley
Jenny Cobley
Jessica Levy
Tommy Gymmander
E McLynn

Annex B TfL presentation for Vauxhall gyratory system

Vauxhall Cross – Detailed Proposals



Kennington, Oval and Vauxhall Forum - 02 December 2015

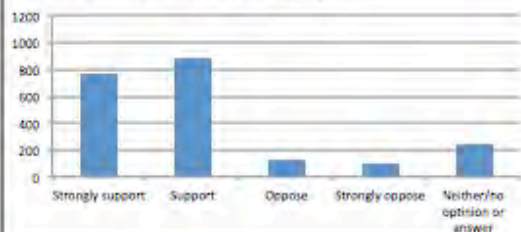


Progress since 2014 Consultation

- Consultation report released in March – Broad support received for the scheme (65% supported the conversion of gyratory to two-way, 63% supported proposals round the bus station)
- Developed detailed highway plans including addressing comments received in the initial consultation
- Undertaken comprehensive traffic modelling
- Stakeholder engagement through Visioning Vauxhall and Vauxhall Reference Groups
- Commissioned 5th Studio Architects to design new bus station and public realm to support the highway scheme

2014 Consultation – Analysis

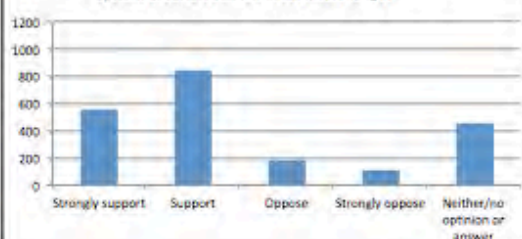
Overall aim of creating a thriving centre in Vauxhall around the central transport interchange?



- Better/more retail/services (inc. request for named shops)
- Town centre/proper high st/place to stop off/village feel
- Traffic, congestion, slower journeys
- Chain/big stores

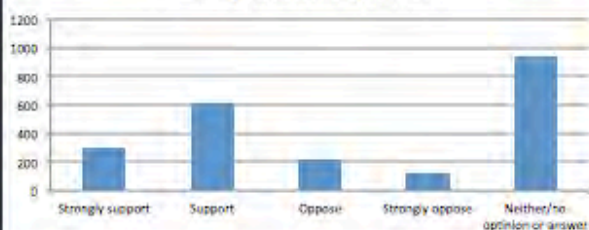
- Positive impact of traffic
- Negative impact of traffic
- Unsure of impact/more detail or clarity needed

Proposal to convert one-way gyratory to two-way road system around Vauxhall Cross Interchange?



2014 Consultation – Analysis

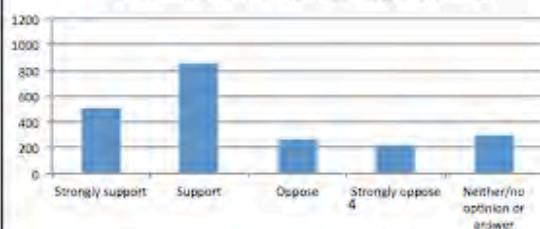
Proposal to reverse direction of the Kennington Lane / Durham St / Harleyford Road one-way system?



- Negative impact of traffic
- Need more information/unsure
- Current system works well

- Slower/more inconvenient
- Will reduce space/make it busier/too busy/congestion
- Concerned about cost and money spent on existing bus station that's not old
- Existing works well generally

Proposal to change layout of the bus station whilst maintaining or improving public transport interchange and facilities?



Design changes since the 2014 Consultation

- Extended scheme area further south to Miles Street and north to New Spring Gardens Walk
- Decision taken not to reverse direction of the Kennington Lane / Durham St / Harleyford Road one-way system
- Refinement of cycling and pedestrian crossing design.
- Lane reduction and footway widening proposed for South Lambeth Road
- Bus stop location and routings established.
- Public Realm and landscaping strategy incorporated into design

Overview of Proposals

- Removing the existing one way road system around the transport interchange by converting these roads around Vauxhall to two way
- Providing more cycle and pedestrian crossings as well as segregated lanes and parking for cyclists
- Improving existing and providing new public spaces
- Redesigning the transport interchange, including a new central bus station



3.38



Albert Embankment



Bridgefoot



Tavern Place



Tavern Place



South Lambeth Road



Kennington Lane



Station Square



Station Square



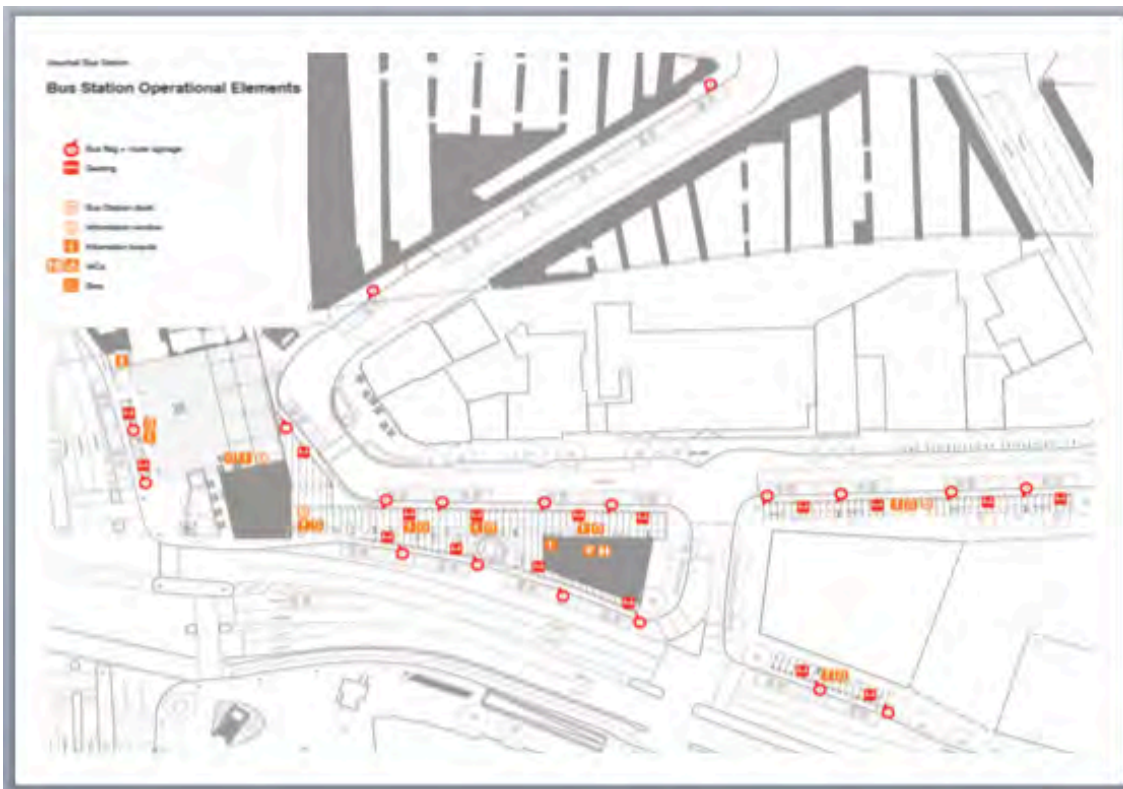
Please note this image is an artist's impression based on early designs for the bus station. Final designs will be subject to a separate consultation as part of the planning process.

Bondway Under Canopy



Bondway





Consultation - Key dates

Launch 24 November 2015 – close 17 January 2016

Drop in sessions

- Saturday, 5 December 11 am -4 pm, Vauxhall Gardens Community Centre
- Tuesday 8 December 6-8pm, St. Peter's Church
- Monday 14 December 11am-4pm, Carmelita Centre

- Consultation Report to be released early March 2016

Key delivery methods

- Consultation website will contain full access to all information
- Leaflet – will contain key information but will be used to direct people to website – distributed to 25,000+ properties and held at number of sites around Vauxhall
- CRM – Email with link to online consultation sent to all registered oyster card users traveling through Vauxhall distributed to 300,000 people approx.
- Key stakeholder and delivery partner email linking to website

Questions?

OUR VAUXHALL

- Safer
- Better

NAOKO CONDO



15 December 2005 at 8:25

OUR VAUXHALL



OUR VAUXHALL

- Complete removal of one way system
- Fewer overall left/right turns
- Shorter overall distance travelled
- Fewer traffic light controlled movements
- All 6 key Vauxhall junctions have higher capacity
(4 certainly, 2 subject to TfL providing requested modelling information for their junctions)

OUR VAUXHALL & TRAFFIC MODELING

- Public bodies gain financial and political benefit from presenting optimistic forecasts.
- The current practice allows major transport investments to be approved simply by stating that the forecasts they're supported by are reliable. Whether the forecasts really give strong and relevant evidence is often not discussed.
- This situation can change if members of the public exercise their right to request more information about modelling work.
- Getting our forecasts and assessments challenged publicly will help us, modellers and planners, give up some bad habits.

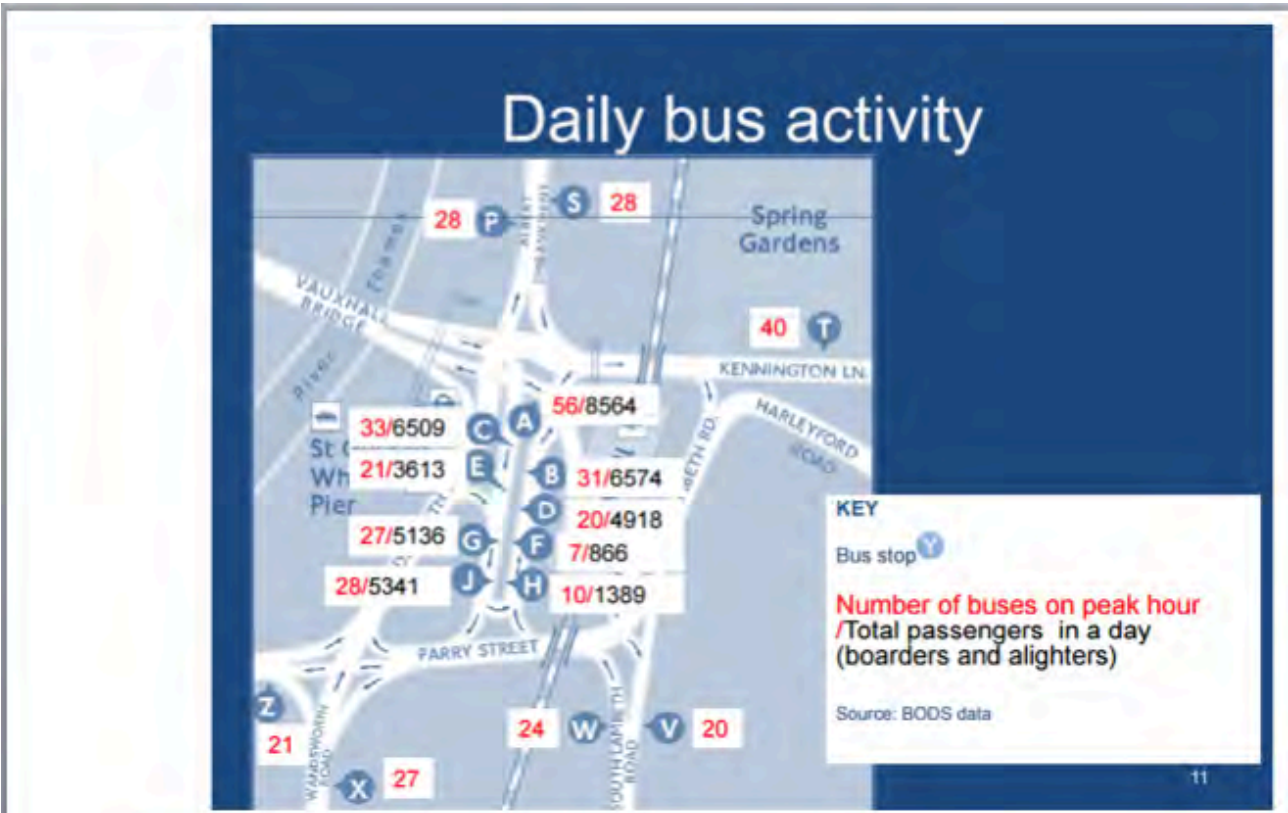
Ref: 'Who will save us from the misuse of transport models?' ([Cthink](#); November 2015)

Annex D DSDHA presentation for Vauxhall gyratory system





.17





A WORLD CLASS INTERCHANGE?

A busy transport interchange 80,000 vehicles a day travelling around the tube, rail and bus interchange at Vauxhall



Pedestrian Activity around Vauxhall

AM Peak 0800-0900



Daily bus activity

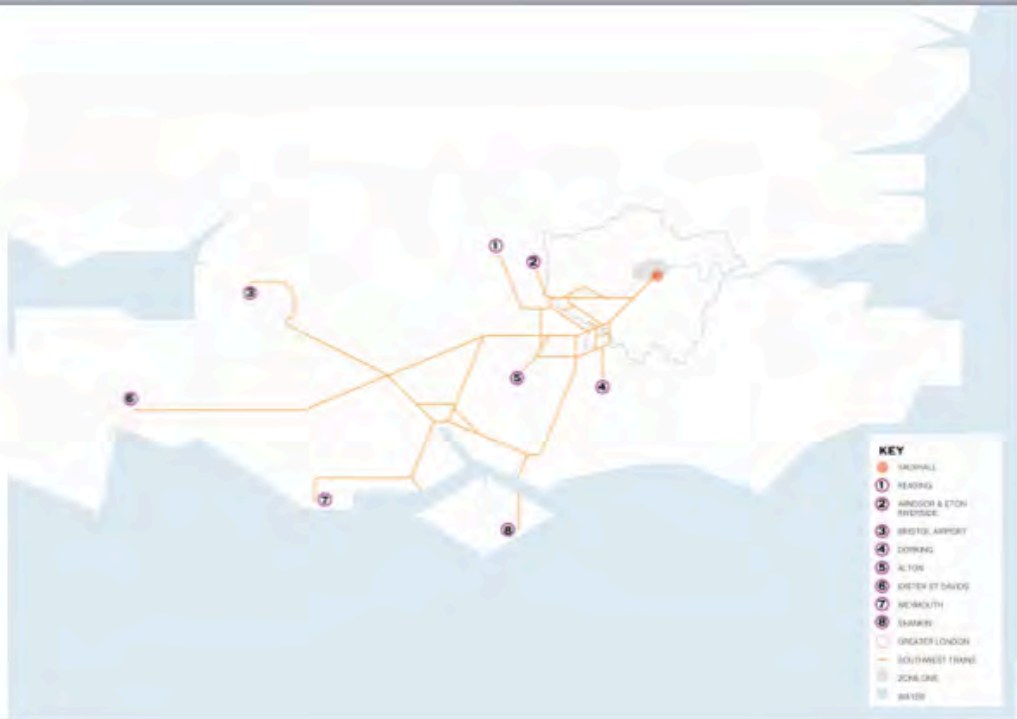


KEY

Bus stop

Number of buses on peak hour / Total passengers in a day (boarders and alighters)

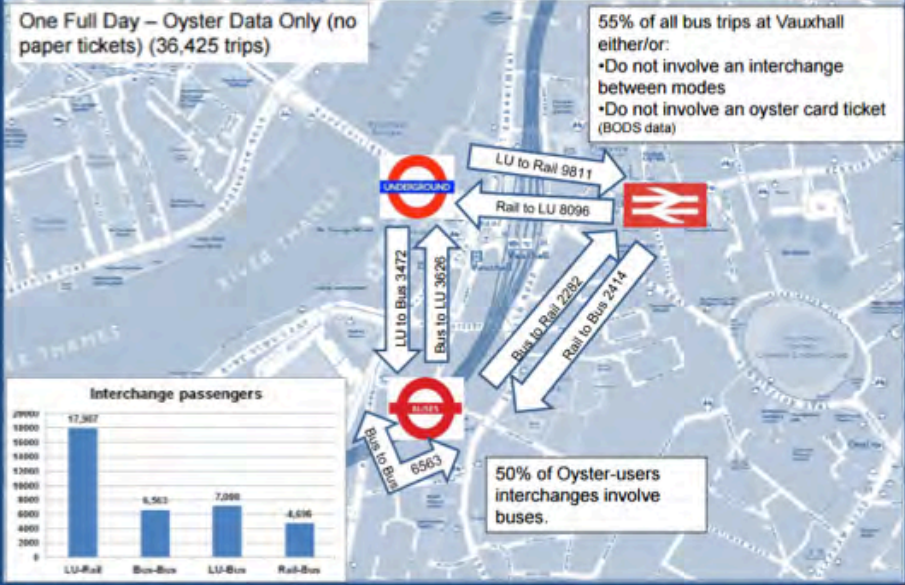
Source: BODS data



Interchange Data

One Full Day – Oyster Data Only (no paper tickets) (36,425 trips)

55% of all bus trips at Vauxhall either/or:
 • Do not involve an interchange between modes
 • Do not involve an oyster card ticket (BODS data)



50% of Oyster-users interchanges involve buses.



ACTIVE, DIVERSE, CULTURALLY RICH

100 Journeys

Where are you going to and where are you coming from?

“ I worry about pollution. The pavements are too narrow and the roads very busy. Traffic moves too fast. When my son can't be pushed anymore we will have to take the bus. It is unsafe for pedestrians”.

Walking from Battersea to Southwark sorting office

“ I chose to walk a longer route home through the park”.

Doctor walking from St Thomas Hospital to Hillyard St

“ The pedestrian junction at the viaduct is horrible, I use it at least 4 times a day”.

Worker



100 Journeys

Where are you going to and where are you coming from?

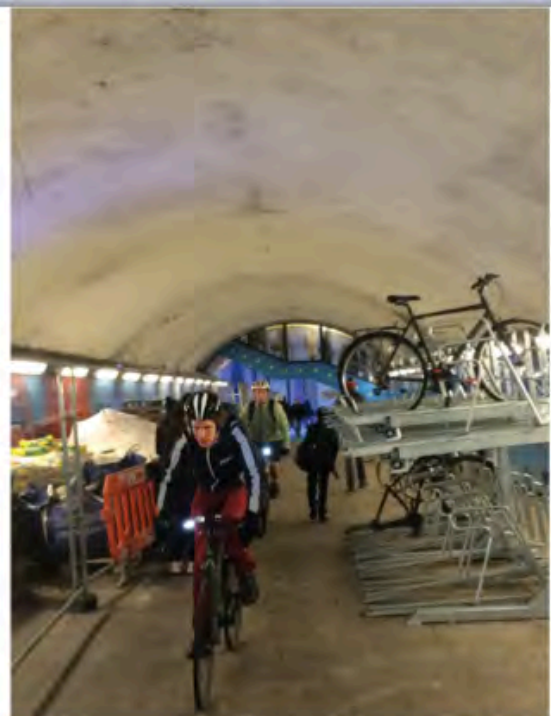
“ I cycle to work crossing Vauxhall bridge and passing the bus station, then cycling along Kennington Lane. It's awful, feels like a death trap.”.

Worker

“ It's very dangerous for cyclists”.

Cycling from Kennington Cross to Bonnington Sq

“ The one way system in Kennington Lane means I have to cycle on the footway. The tunnels are too busy to cycle through, the Vauxhall junction is dangerous for cyclist. The routes are lacking of links.”.





CHANGING VAUXHALL

TOTAL AREA OF DEVELOPEMENTS

195 ha

COMMERCIAL

51.15 ha

26%

11.43

ha

6%

HOUSING

132.42 ha

68%

commercial = 25,000 new jobs
retail + offices + hotels

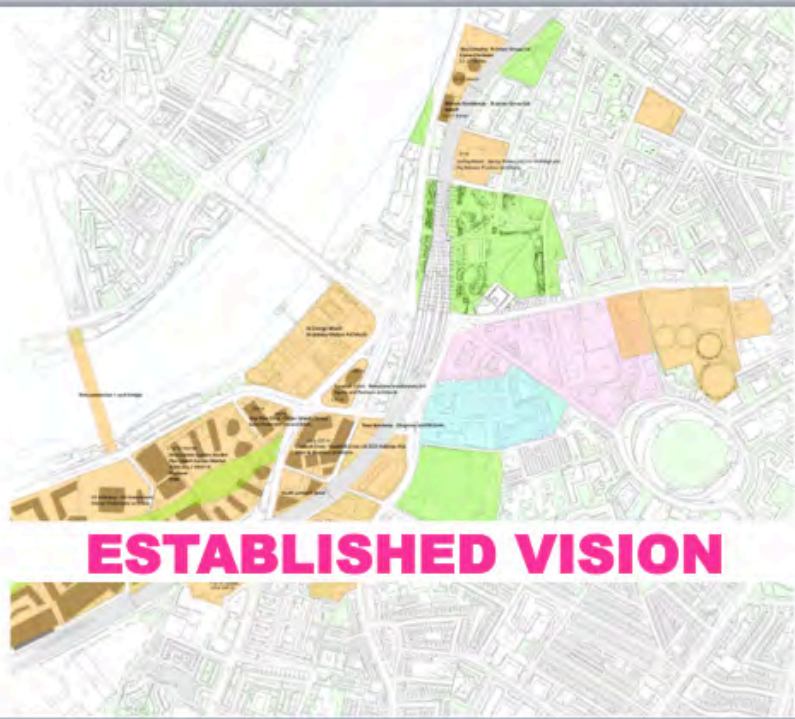
public and community space

number of new homes = 14,853
+ 30,000 new residents

SCALE OF CHANGE



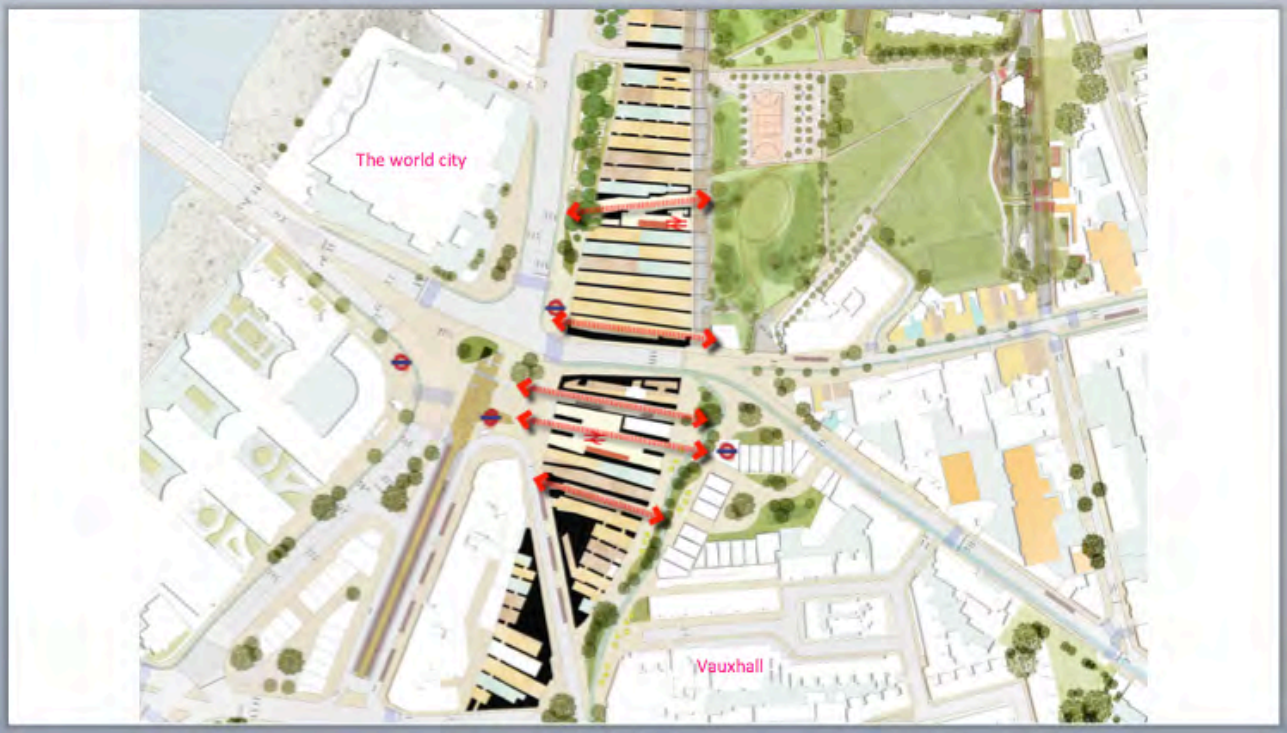
50,000 COMMUTERS DAILY



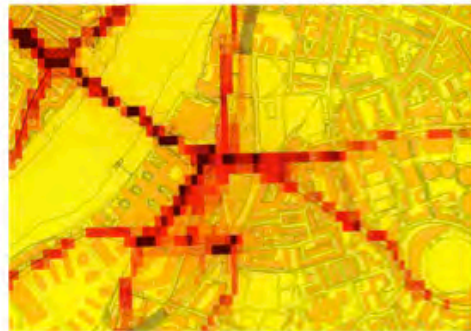
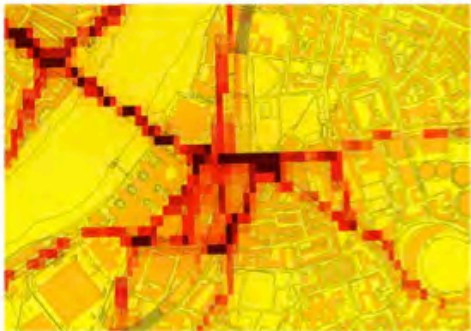
EXISTING CHARACTER MAP
scale 1:5000 A3

- KOV boundary
- Mixed use
- World city Domestic
- Green space

ESTABLISHED VISION











CONSIDERING THE FUTURE VAUXHALL

The Mayor has set out his ambition to revitalise London's public space in his manifesto 'London's Great Outdoors' Public spaces help to define a city and **a well designed built environment – encompassing the historic and new – can bring communities and people together.**

They can also encourage physical activity and recreation, **restore a sense of pride in an area and attract businesses and jobs.**

The Strategic Objective 5 aims to **provide, improve and enhance the public realm, streets, and public amenity spaces, ensuring that these areas are active, safe, and form the heart of the community.**



Annex E Berkeley Homes presentation for OAKDA gas holders site



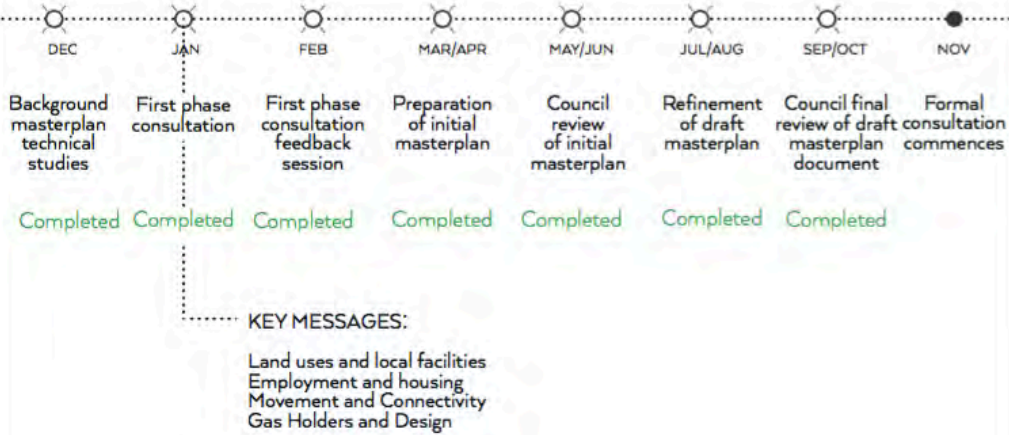
THE OAKDA SITE



WHY MASTERPLAN?



THE PROCESS SO FAR



VISION

The OAKDA Masterplan seeks to reclaim a large brownfield site and integrate it back into the Kennington and Oval neighbourhoods.

The Masterplan aspires to enhance and respect the distinctive character of the local area and to create a sustainable mixed use development that will provide jobs and homes in well-designed buildings, set in high quality public space.



OAKDA MASTERPLAN - KEY BENEFITS

Over 1,400 jobs

Upto 1250 new high quality homes

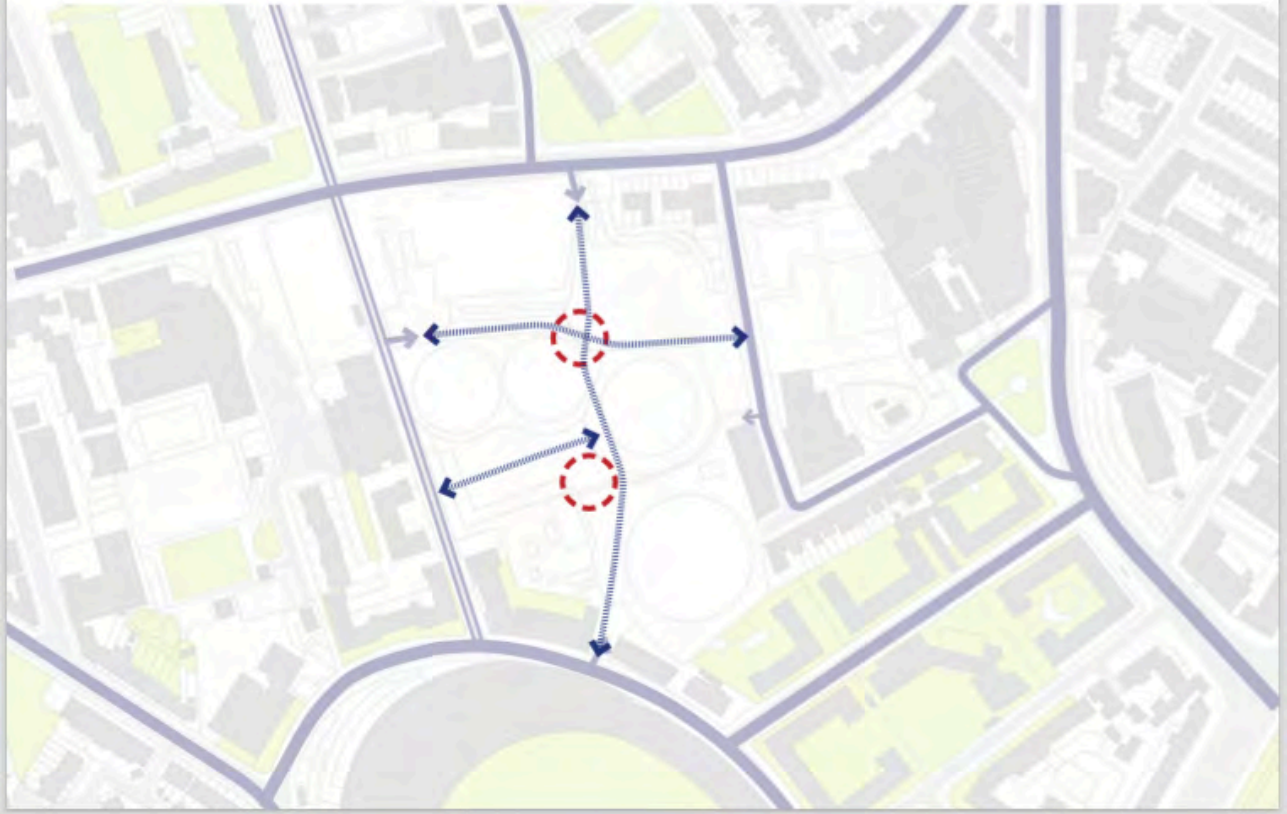
Nearly 1 hectare of new public space

Gas Holder No. 1 retained

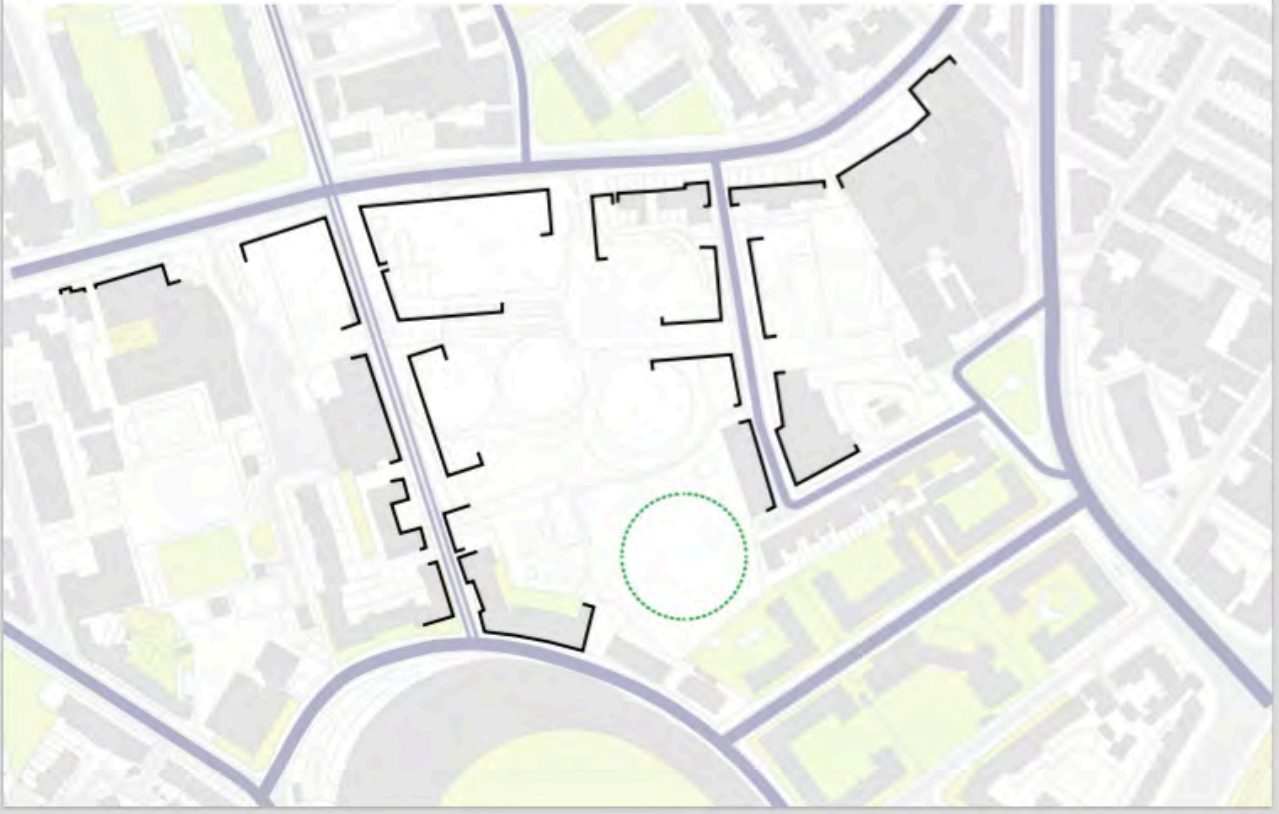
SITE OPPORTUNITIES AND CONSTRAINTS



PUBLIC ROUTES



EXISTING STREETS CONTINUED



NEIGHBOURS RESPECTED



INTERNAL STREETS AND SPACES



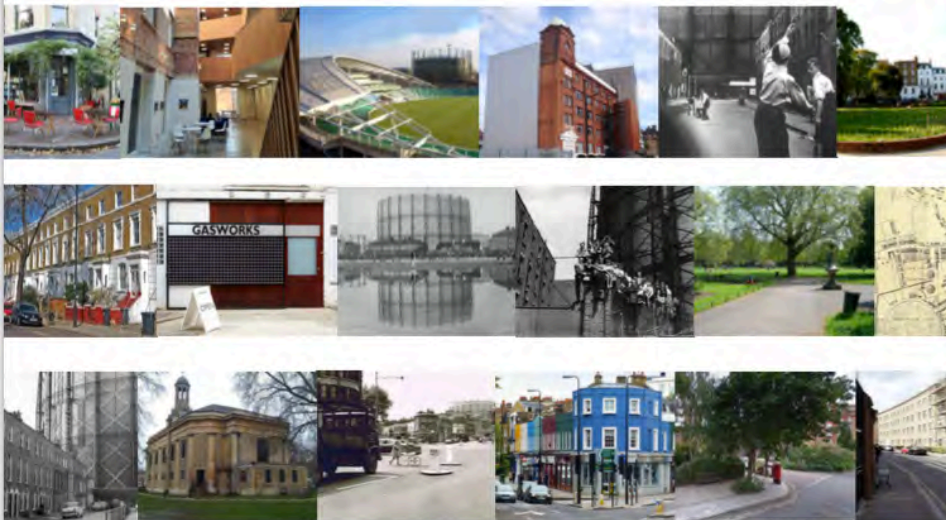
FORMS PLOTS WITH COURTYARDS



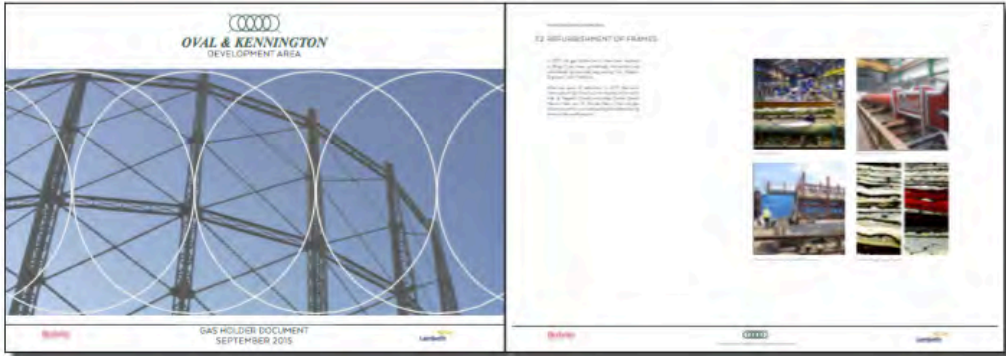
PROPOSED MASTERPLAN



CELEBRATING LOCAL CHARACTER & HERITAGE



GASHOLDER ANALYSIS



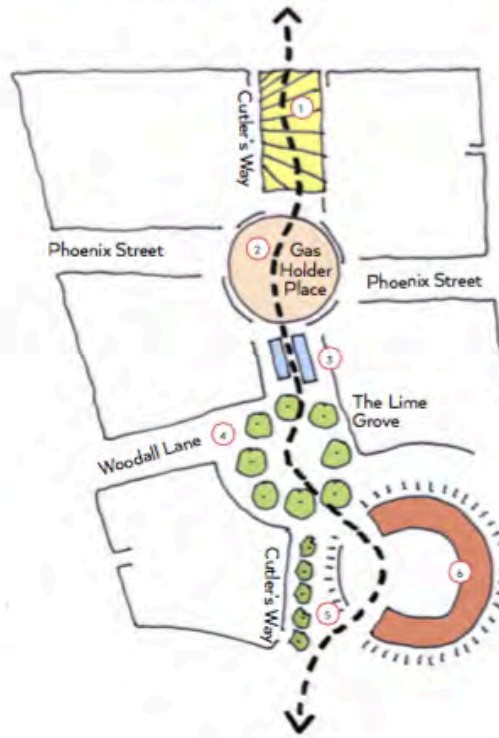
GASHOLDER NO. 1 RETAINED



VIEW FROM KIA OVAL



HERITAGE



CREATING JOBS



A RANGE OF DIFFERENT TYPES OF JOBS

STORAGE AND DISTRIBUTION
102 JOBS

COMMUNITY, CULTURAL AND LEISURE
163 JOBS

WORKSHOPS
24 JOBS

RETAIL - FOOD STORE
342 JOBS

RETAIL - SMALL
40 JOBS

OFFICE
1091 JOBS



Retail - Food Store



Retail - Small



Office



Workshops



Community, Cultural

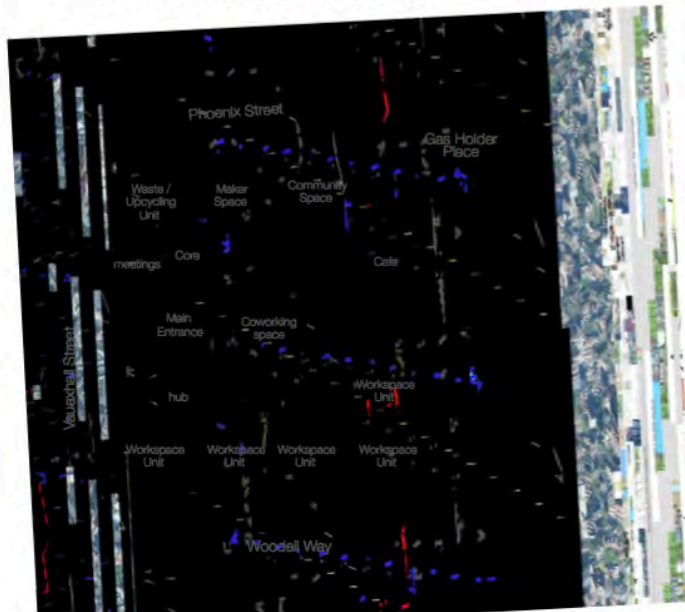


Storage and Distribution

THE GENERATOR - FLEXIBLE MANAGED EMPLOYMENT



THE GENERATOR LAYOUT



COWORKING SPACE



SOCIAL INFRASTRUCTURE

Public to feedback on local need for social infrastructure:

- Town Centre Library?
- Indoor sports facility (such as a sports hall and/or gym)?
- Community centre (for use by a range of groups)?
- Healthy Living Centre (neighbourhood library service, gym and community space)?
- Health facilities (such as doctors surgery or dentist)?



QUALITY HOMES FOR THE IDENTIFIED NEED



USES MAKE THE SPACE "A PLACE"



ACTIVE, SAFE STREETS



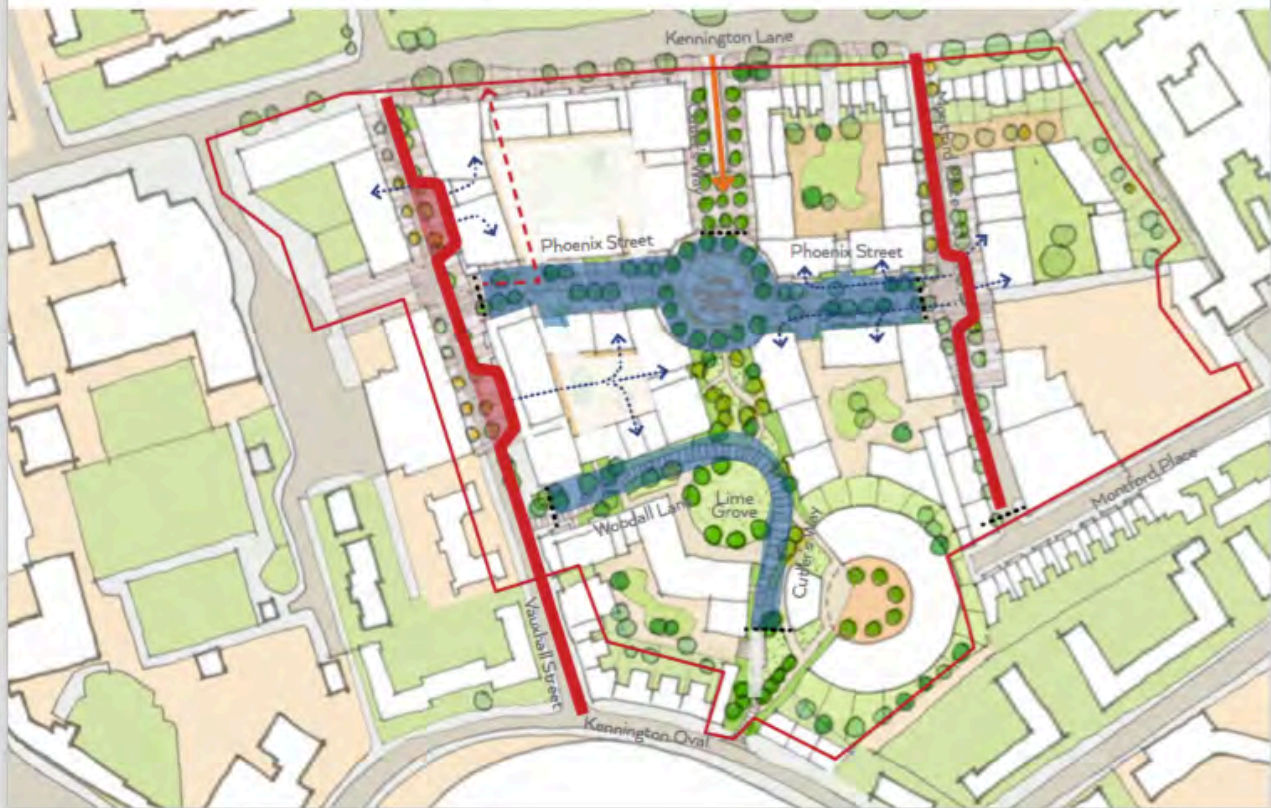
PUBLIC PLACES FOR ALL PEOPLE



CARS HIDDEN UNDERGROUND



DELIVERIES MADE FROM EXISTING STREETS



PEDESTRIAN PRIORITY SPACES AND STREETS

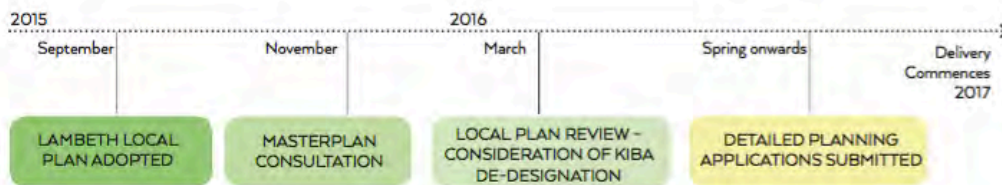


3D MASTERPLAN



NEXT STEPS

- December 15 / January 16 - Masterplan amendments
- January /February 16 - Lambeth sign-off of final masterplan
- March 16 - Lambeth Local Plan review
(Masterplan provides evidence base for potential site allocation)



Annex F Little Oval presentation for OAKDA gas holders site



U



But the viewpoint is selective...

Tower hidden behind tree and top 4 floors cut off

Another 15 storey tower not shown here

Deceptive shadows: most of street will be in shadow even at midday from September to March



Artists Impression of View Along Cutler's Way to Gas Holder Place

Top 4 storeys cut off from picture

Shadows would extend either 35M (8 storeys) or 60M (15 storeys) (at midday on 21st September) Berkeley have shown about 5M



Artists Impression of View Along Phoenix Street to Gas Holder Place

Their misleading viewpoint... (how nice)



2. Artists impression of proposed massing

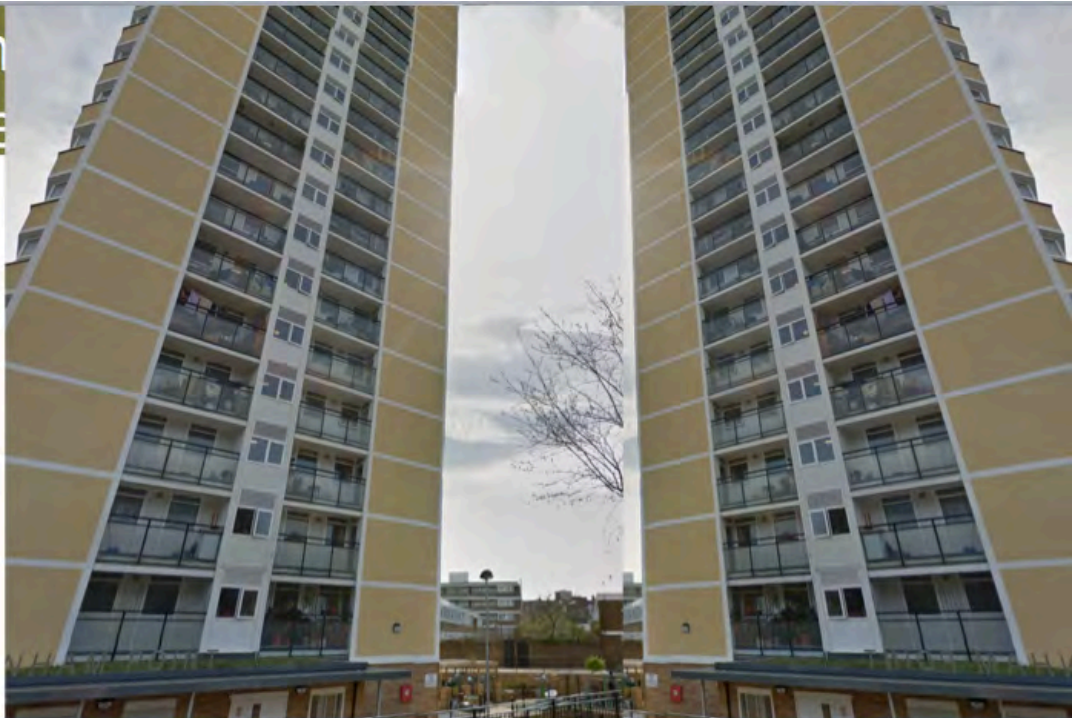
The real view from Kennington is more like:



All very innocuous – from 1000 feet up...



Wh
The



Another nearby 15-storey building by Berkeley Homes...



So why are they so eager for 15 storeys?

- **Extra Profit?**
 - Extra 5 storeys → extra £15M-£25M profit?
 - But the site overall will generate ~**£1B**
- **So what's the real reason?**
 - Precedent...
 - Tall buildings "Cluster" ...

For more visit www.saveoval.com

Look what **Berkeley Group** in Kilbrook, SE3...

2009:
Original
Masterplan
Approved

It is better to heighten the building than to build and then at a greater transfer from the area around the commercial and park to the existing residential area in the area. To create a more 'open' building at the end of the road and provide a more 'open' building at the end of the road. The building is a more 'open' building at the end of the road. The building is a more 'open' building at the end of the road. The building is a more 'open' building at the end of the road.



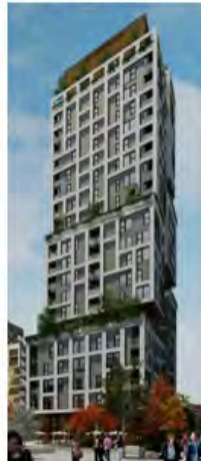
"Up to **9** storeys"

2012:
Revised Plan



Then **15** storeys

2014:
REVISED AGAIN



Now **31** storeys!

“I've been staggered by the sheer naked greed and opportunism of Berkeley Homes.”

Kidbrooke local MP Clive Efford

Who are we and how did we arrive at our alternative masterplan for Little Oval?

- Volunteer group of local residents living around Oval and Kennington
- We surveyed 147 local residents in March 2015
- We held workshops with local community groups
- We have started a new survey on our new website www.saveoval.com

Working with social enterprise **Create Streets** (and with a £0 budget)...

- We developed an alternative, indicative community-led site plan for Little Oval which
 - creates a medium-rise neighbourhood with densities in excess of the requirements of London Plan
 - Integrates with surrounding streets & parks
 - ‘Feels like Kennington’, not Nine Elms
- *Pro bono* support from architects and professional urban designers
- **Similar positive impact of jobs & hundreds of new homes but fitting in better & without towers**

What did our survey tell us?

Survey results

Local Area to act as a template

“Streets & squares of Kennington”

92

“Vauxhall and Nine Elms”

8

Number of storeys

8 storeys or below*

91

>9 storeys*

9

* 33% < 4 storeys; 58%, 5-8 storeys; 4% 9-12 storeys; 5% >12 storeys

Create Streets

What are we hearing from fellow residents?

Views on the consultation

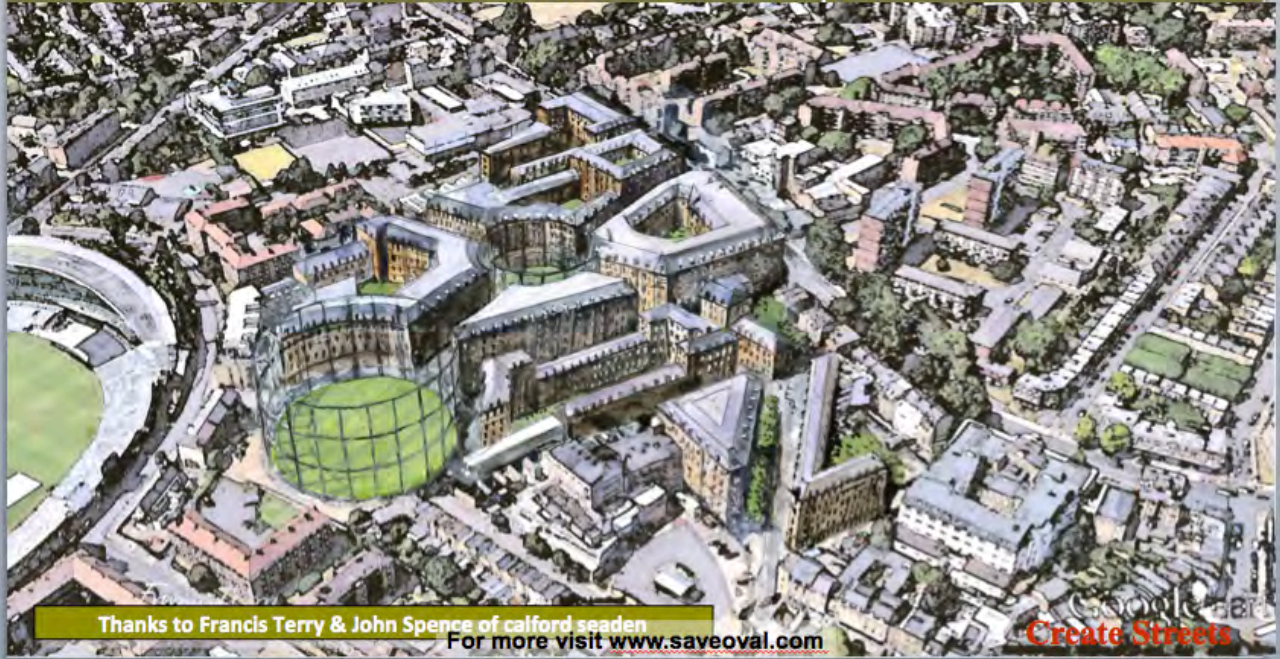
- “I was annoyed because the first I heard of it the consultation was finished and I had never heard of it despite living across the road from the site” (resident, Kennington Road)
- “We got forgotten. we hadn’t been informed, we created a bit of a fuss” (resident Montford Place)
- “The consultation was all sweet and nice But what they said was a fairy story.... As I read it [the summary of consultation] my heart sank.... It’s complete window dressing. We can do a lot more and a lot better.” (resident Kennington Park Estate)
- “There’s a lot of upset in the borough. People are up in arms.” (resident Kennington Park Estate)
- “I had never heard about it. I don’t think any of my neighbours had.” (resident, Kennington Road)

Key view

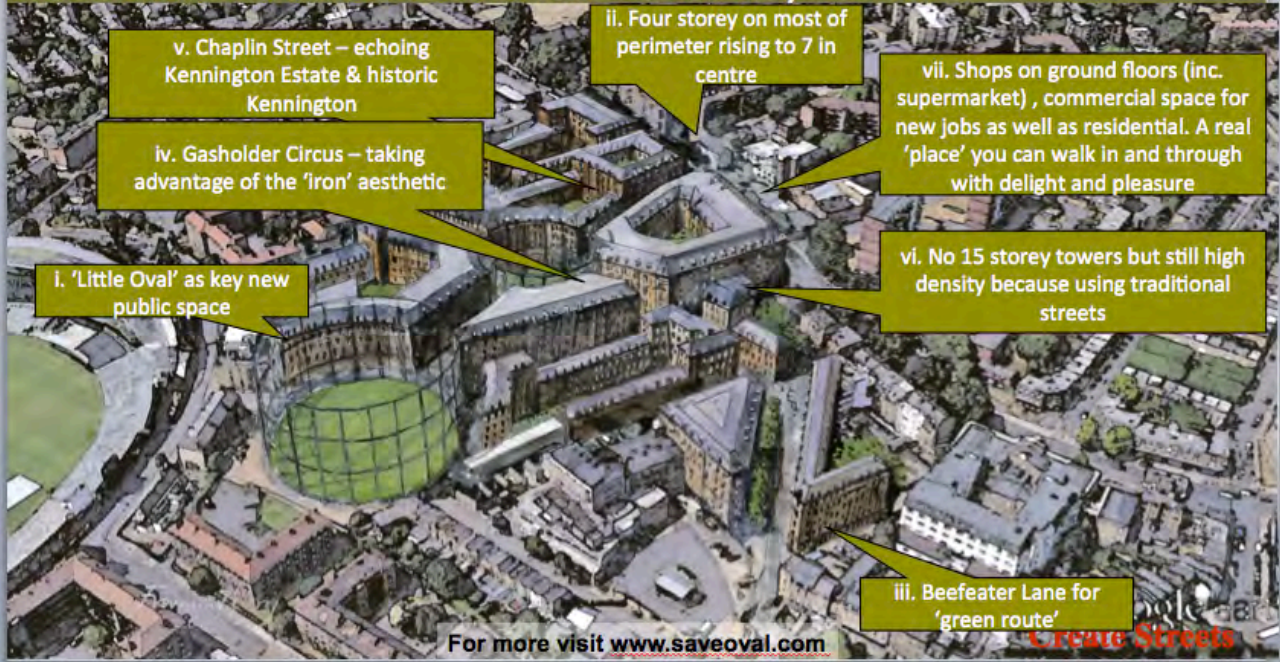
“This is Kennington not Vauxhall”

Create Streets

Recommendation four: Little Oval site plan



Recommendation four: Little Oval key features



Recommendation four: 'Little Oval' site plan

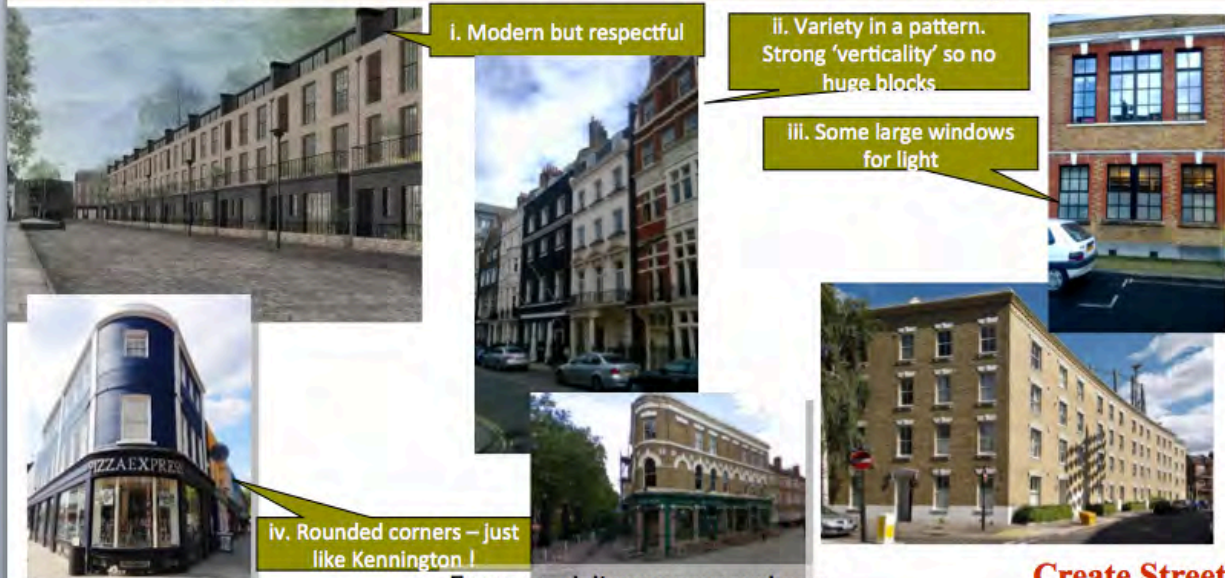


- Squares with usable green space
- Connections in site – both east / west and south / north
- High density low rise (below 8 storeys)
- Not a park plus towers (“we’ve got the park, we’re not looking to produce another park”)
- Trees on street
- Retention of one or two gasholders – to be used as London ‘square’ not a building – possible name: “Little Oval”
- Not glass and steel – London bricks
- Contemporary version of Kennington vernacular not slavishly following it but very much ‘following on’ from it
- Encouraging people to walk / bicycle (some non-vehicular streets)
- Possible reuse of previous street-name: “Gasholder Place”
- Active frontages with doors on streets

Thanks to Francis Terry & John Spence of calford seaden

Create Streets

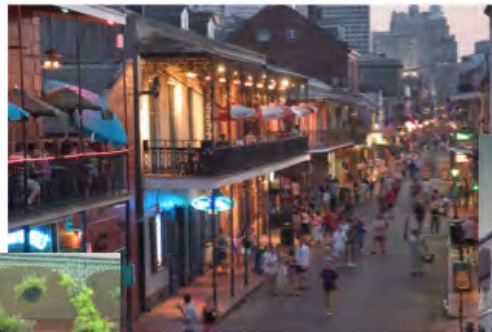
Recommendation five: elevations strongly referencing range of Kennington & South London styles but ‘moving on’ too



For more visit www.saveoval.com

Create Streets

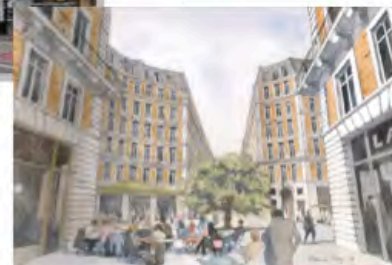
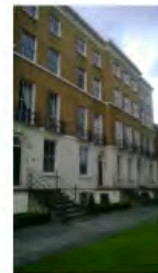
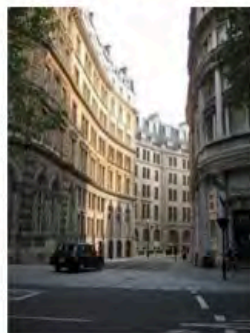
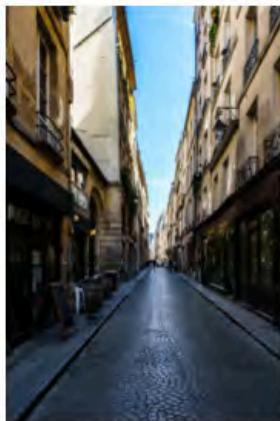
Recommendation five: special, unique treatment of Gasholder Circus elevations with an 'iron aesthetic'



Thanks to Francis Terry & John Spence of calford seaden

Create Streets

Recommendation five: streets which feel like a cross between London and central Paris – opening into circuses



Thanks to Francis Terry & John Spence of calford seaden

Create Streets

Lots of homes and jobs



- We've run a range of indicative scenarios for density
- All within the official 'London Plan' targets
- Depending on split of houses vs. flats, flats sizes and amount of retail / commercial between 730 and 950 new homes
- Up to 20,00 sq m of shops and work space to create hundreds of new jobs (though might be less space depending on number of new homes)

Thanks to Francis Terry & John Spence of calford seaden

Create Streets

Final thoughts / points



1. You have a **good** spatial master plan from Berkeley Group in terms of connectivity and layout
2. But you do have choices in reaching a viable urban form

For more visit www.saveoval.com

Create Streets