

5 The Character Areas

5.0 As described in the Introduction, the illustrations in the character areas are not intended to be prescriptive designs. They indicate how the principles described in the SPD could be applied. The Character Areas have been divided into sub areas to describe a greater level of detail. The intention for each area has been described. Site specific development management requirements are set out in the core strategy.

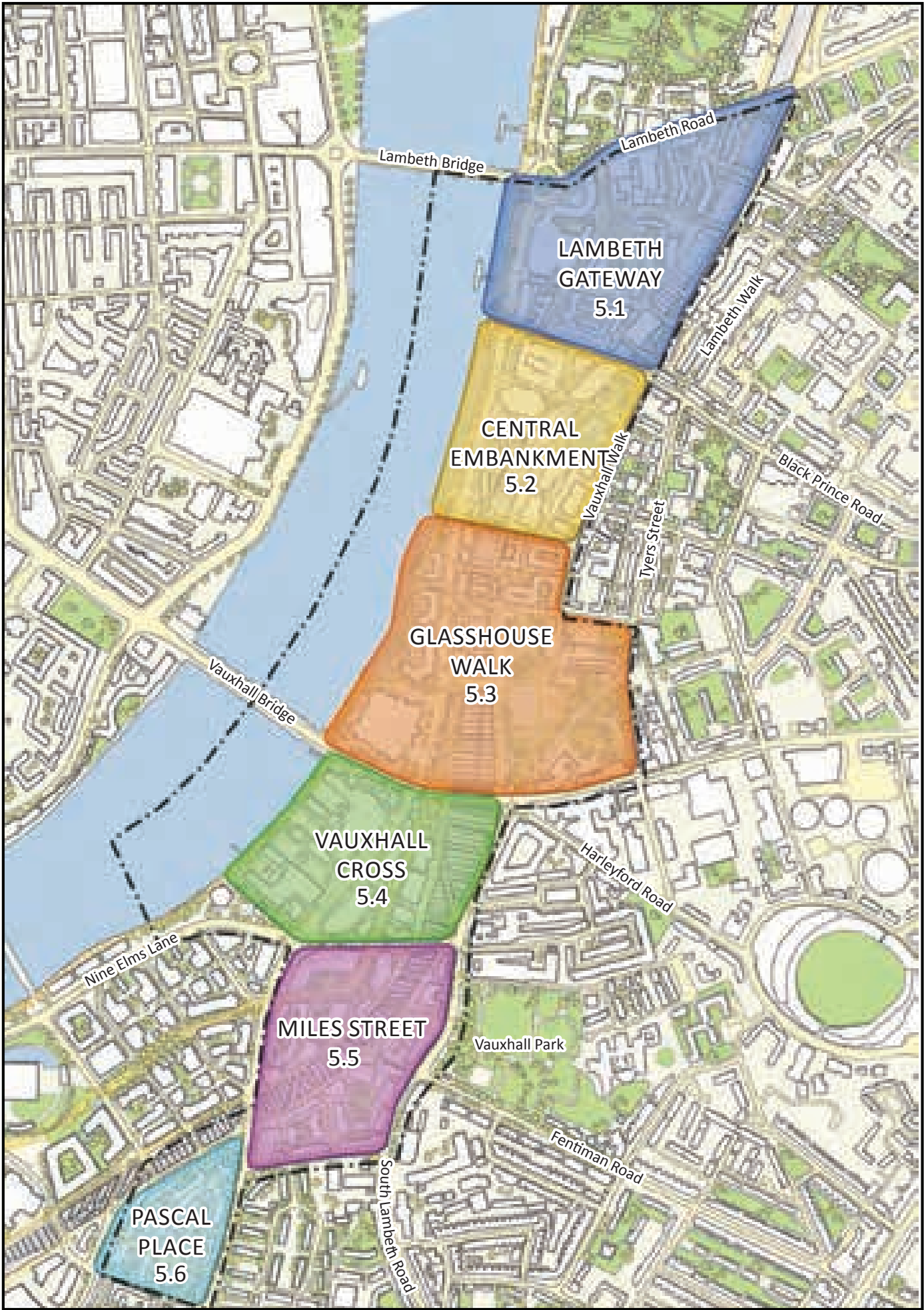


Figure 5.01. The SPD divides the area into six character areas, according to their shared characteristics



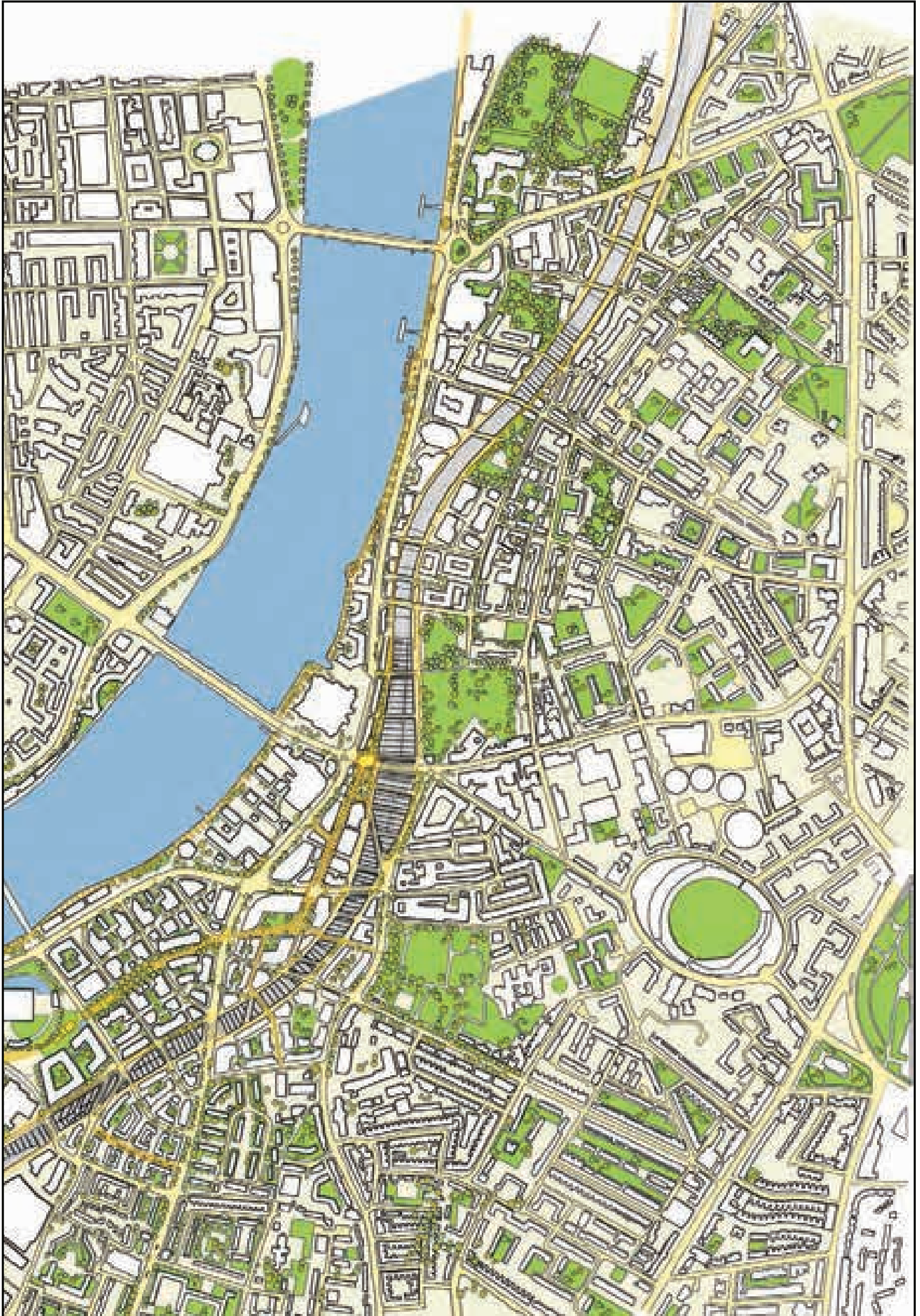


Figure 5.02. The vision for Vauxhall



5.1 Lambeth Gateway



Fig. 5.10

Lambeth Gateway

5.10 Forming the entrance to Vauxhall, the Lambeth Gateway plays a critical role in drawing people from Lambeth Palace Road, Lambeth Road and Lambeth Bridge into the area. This is the most important point of arrival to Vauxhall Nine Elms from the centre of London, see Fig 5.10.

5.11 Whilst it's western and northern edges are visible from the riverside, at it's core, much of the existing development around Lambeth High Street is of a more local character, with lower rise 1930's residential blocks located around Paradise Gardens. Strengthening the neighbourhood centres in this location is a key principle.

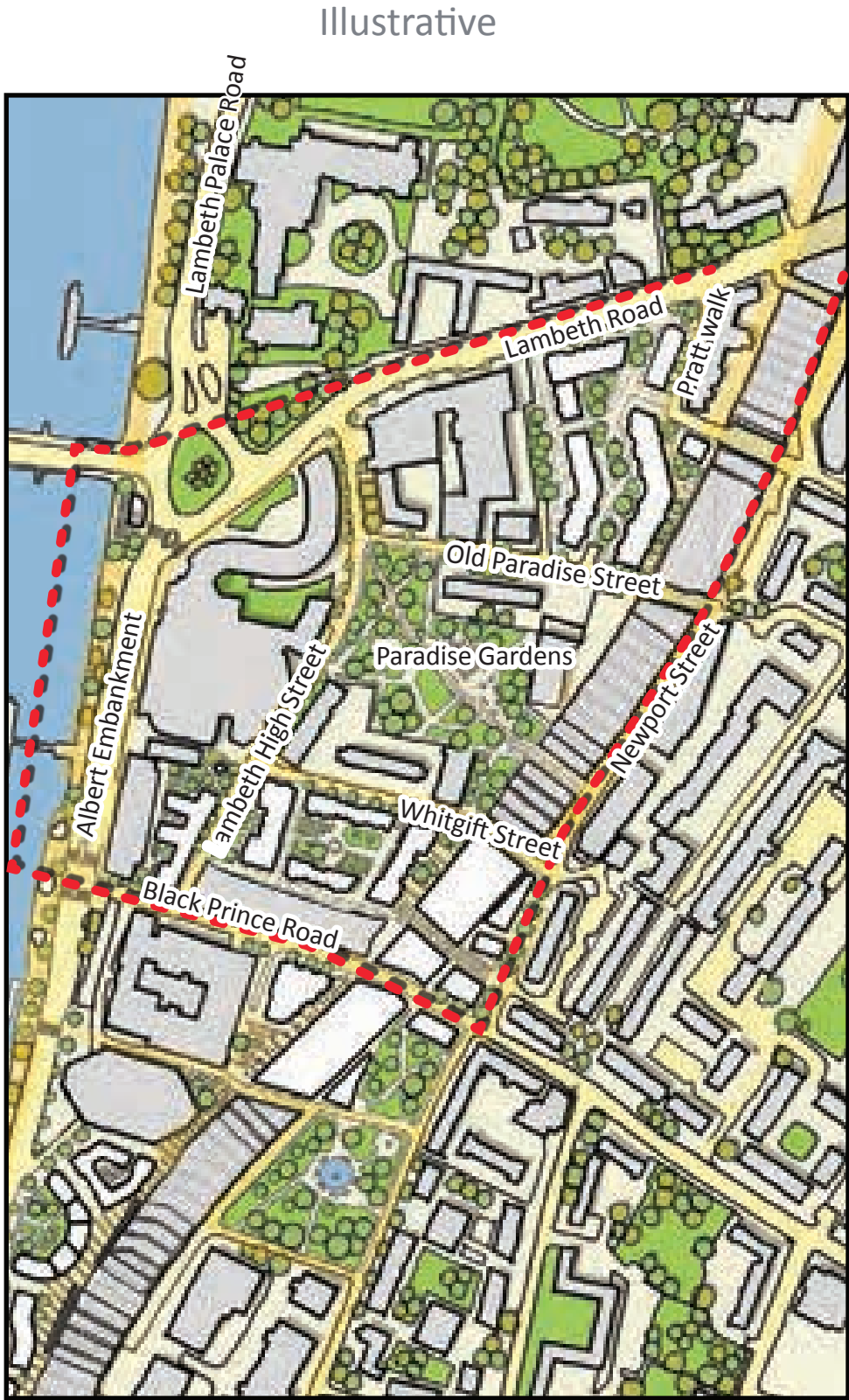


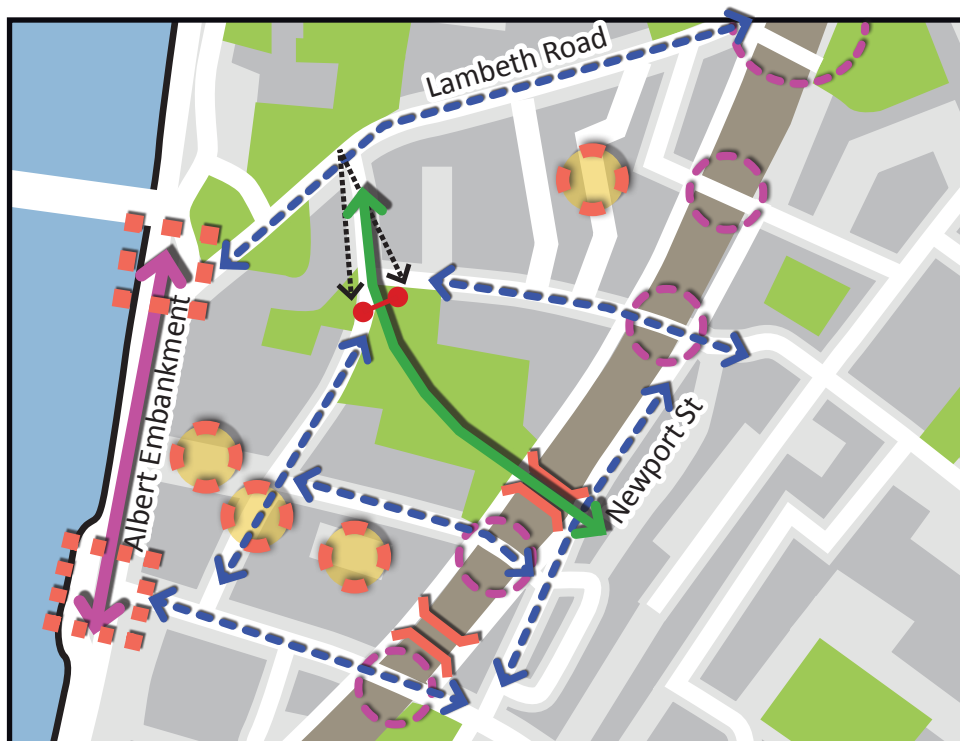
Fig. 5.11



5.12 The Lambeth Gateway will include:

- Around 340 new homes and provide at least 630 new jobs (including construction)
- Improvements to Paradise Gardens, including new entrance and play area
- Opening up two arches between Whitgift Street and Old Paradise Street.
- Strengthening the mix and concentration of uses to underpinning the function of Black Prince Road, (including the junction with Lambeth High Street), and Old Paradise Street neighbourhood centres
- Proposals for the Fire Station will need to be carefully considered given its special character and visibility on the riverside.

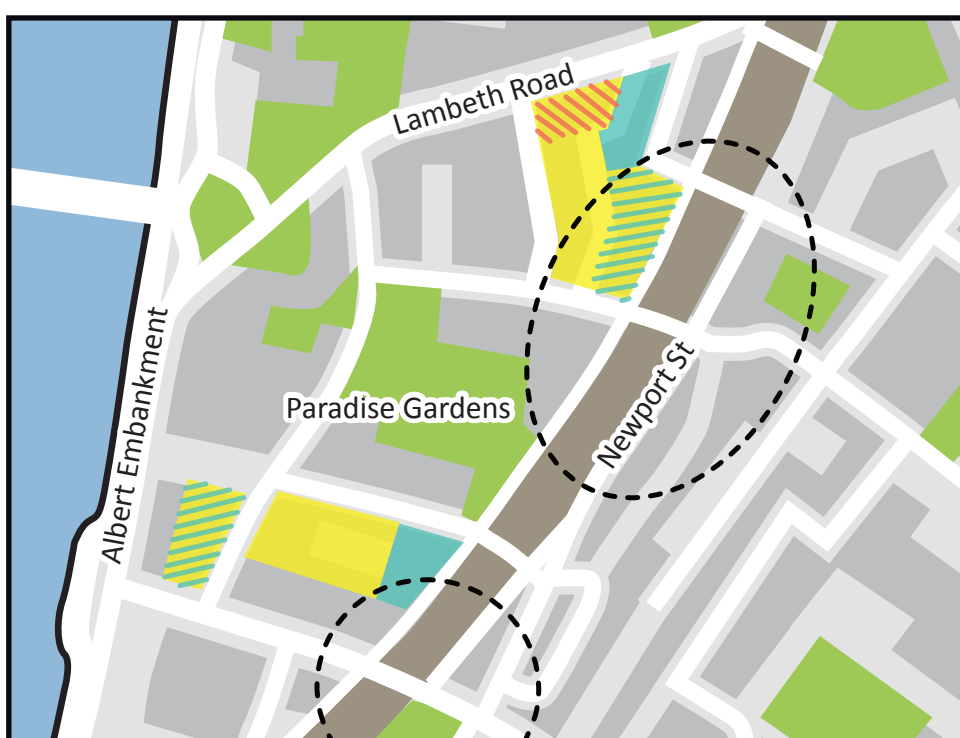
Public realm and open space



Built form



Land use and mix



Access and parking



Fig. 5.12

Key

-  Thames Path
-  Urban Square
-  Route to open space
-  Viaduct Breakthrough
-  Linking streets
-  New Open Space Within Developments
-  Archway Improvements
-  Entrance/ Gateway

-  Active frontages
-  Landmark Building
-  Local Centre
-  Retail (Ground Floor)
-  Residential
-  Employment
-  Employment (Ground Floor)
-  Active Arch Spine
-  Car Parking

5.2 Central Embankment

Existing



Fig. 5.20

Central Embankment

5.20 Covering the central area of the Albert Embankment where the railway viaduct runs at its closest point to the river, the Central Embankment has a unique mix of small and medium size businesses located within it. The area presents a number of opportunities to create a range of interesting spaces and uses alongside and within the viaduct whilst supporting north-south pedestrian movement and reinforcing the Black Prince Road neighbourhood centre. Pedlars Park offers a good opportunity to create a strong relationship between the open space, the uses within the viaduct and activity along Black Prince Road, helping to establish a more accessible local centre with an improved offer. The Central Embankment will include:

- Around 450 new homes and provide at least 2,130 jobs (including construction jobs).

Illustrative

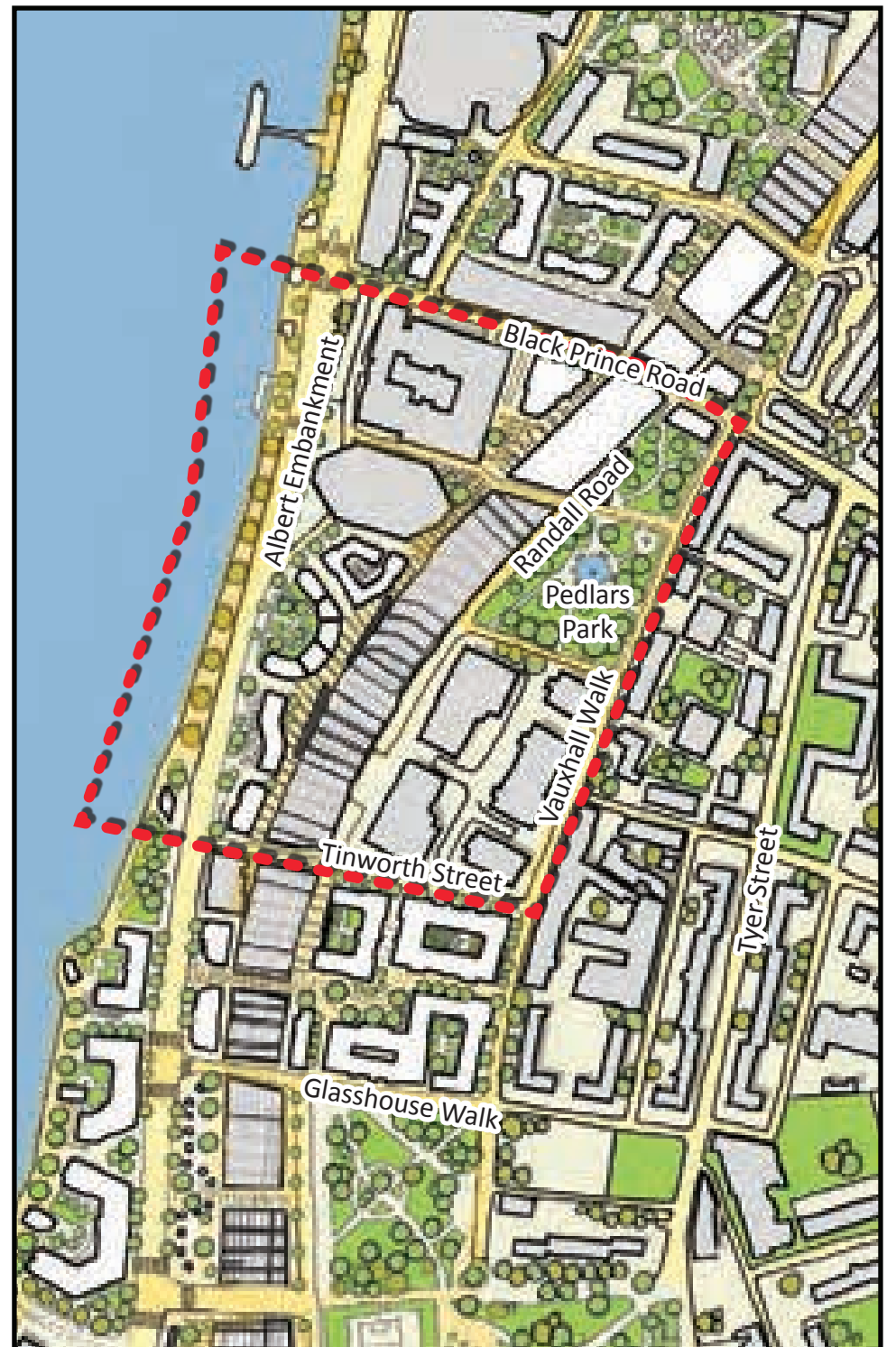
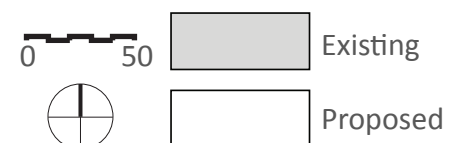


Fig. 5.21

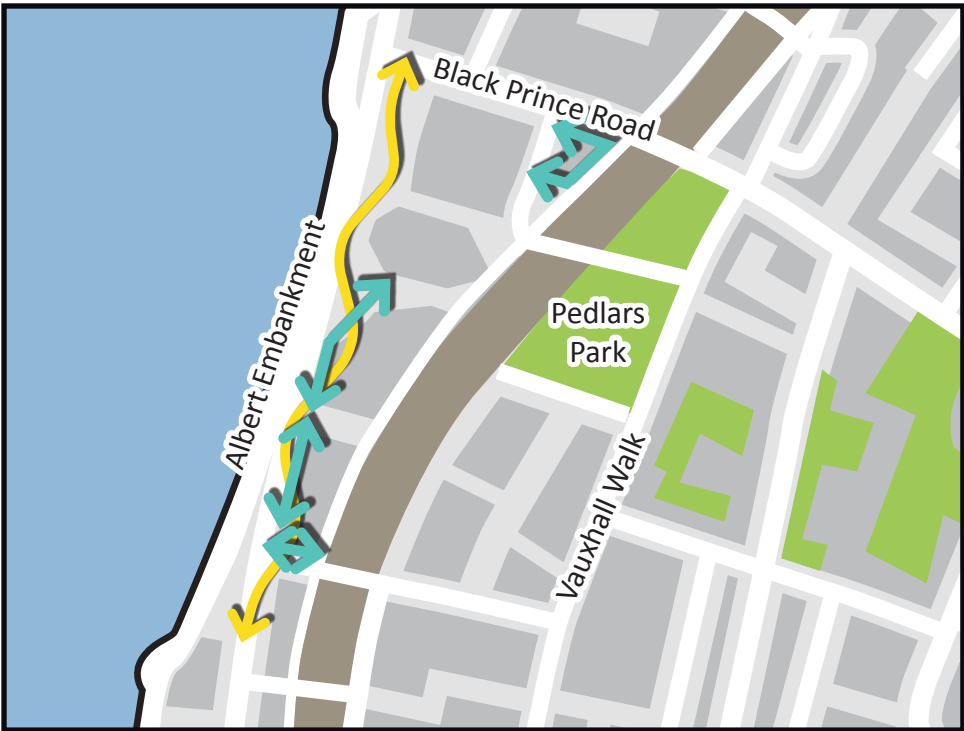


- Redevelopment of Eastbury House and Hampton House and adjacent buildings on the riverside.
- Improvements to Pedlars Park including street furniture and play equipment.
- Encouraging the active use of surrounding railway arches.
- Improvements to the Albert Embankment to reduce the perception of car dominated environment, e.g. street trees and widening of footpaths.
- New public spaces created along the riverside e.g. at the end of Black Prince Road.
- New vibrant pedestrian route running along the western edge of the railway viaduct.

Public realm and open space



Built form



Land use and mix



Access and parking

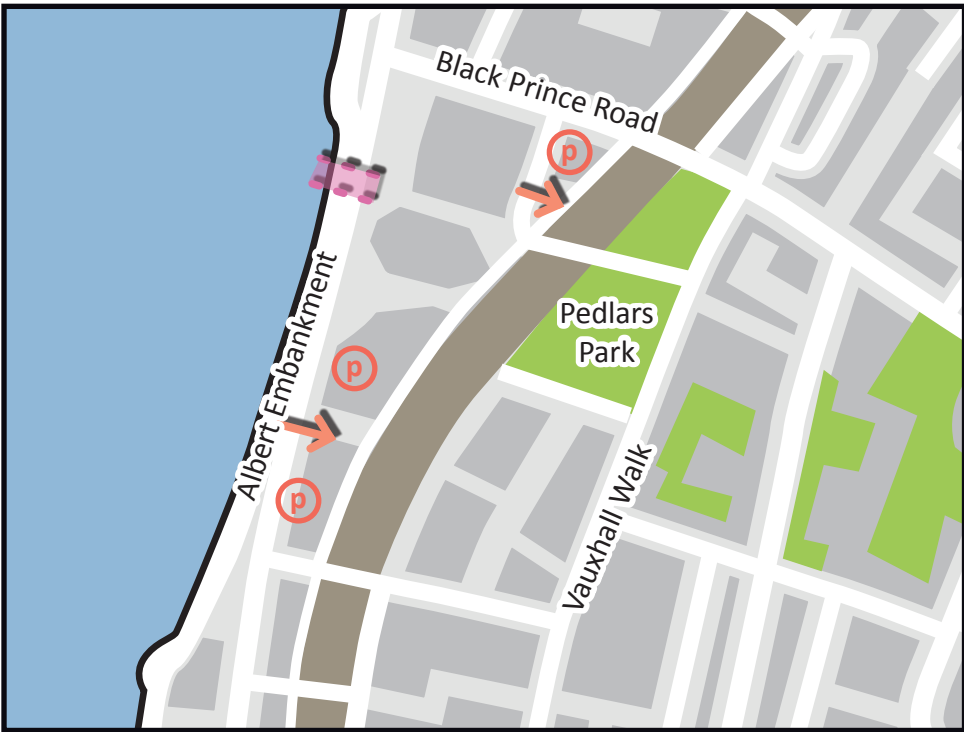


Fig. 5.22

Key

- Thames Path
- Urban Square
- Activated route along railway viaduct
- Linking streets
- New Open Space Within Developments
- Archway Improvements
- Building set back
- Active frontages
- * Planning permission granted for mixed use development

- Local Centre
- Retail (Ground Floor)
- Residential
- Employment
- Employment (Ground Floor)
- Road crossing
- Active Arch Spine
- Car Parking

5.3 Glasshouse Walk

Existing



Fig. 5.30

Illustrative

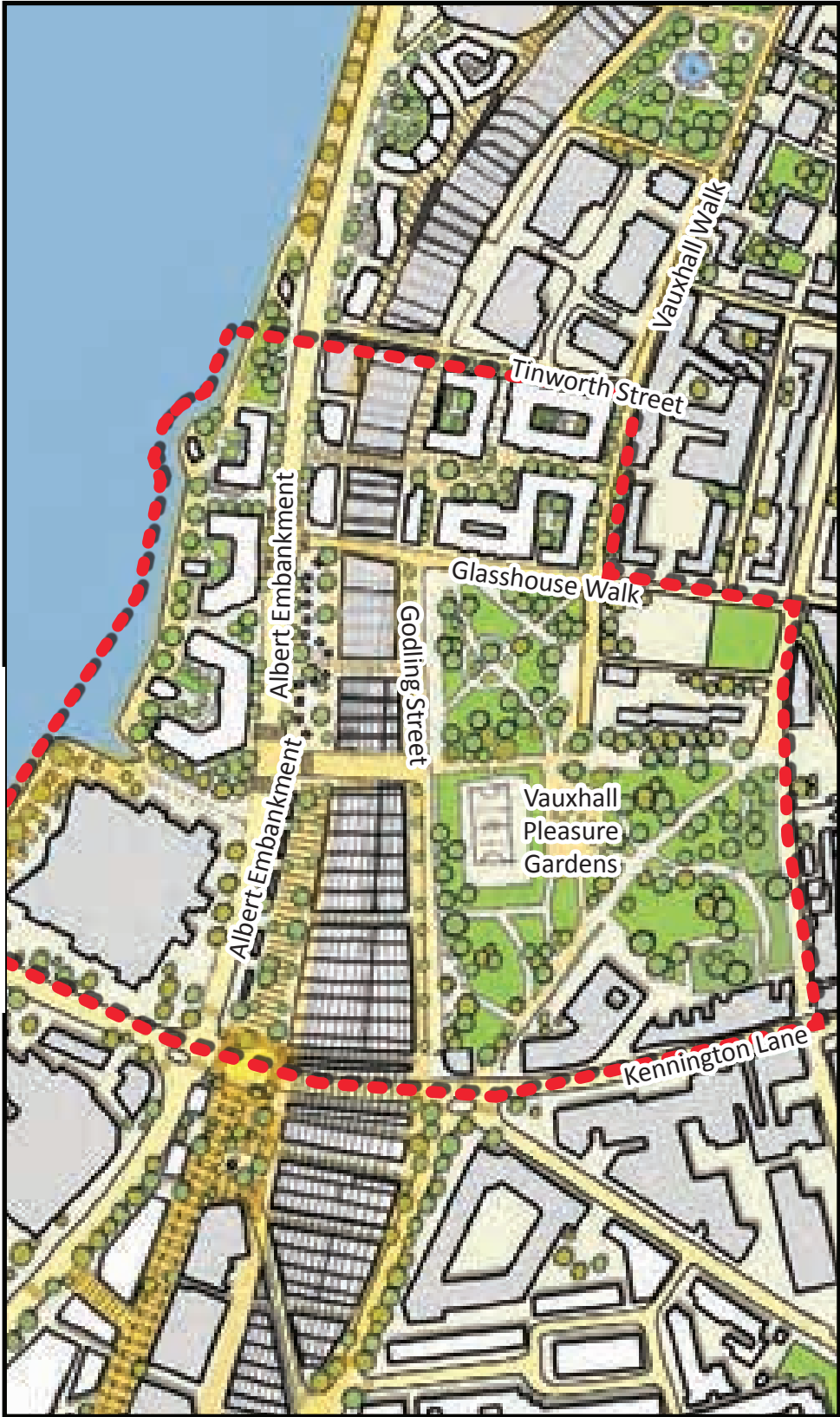


Fig. 5.31



Glasshouse Walk

5.30 Glasshouse Walk is on the northern edge of the district centre and with significant opportunities for riverside redevelopment. There will be a range of leisure and entertainment activities in this area to complement existing facilities. This will include cafés, restaurants and bars along the riverside. Employment uses are important here in and around Glasshouse Walk. Emphasis should be placed upon maintaining a public feel to these areas so they are openly accessible to all. The opening of a new railway arch to pedestrians will strengthen the link between the riverside and Vauxhall Pleasure Gardens. The area will include:

- Around 600 new homes and provide at least 1,950 jobs (including construction jobs)
- Improved public space along the Albert Embankment to support activity along the pedestrian route to the west of the railway viaduct
- New mixed use buildings along the Albert Embankment and the riverside
- Evening economy, cultural and employment uses



Fig. 5.32

- Key
- Thames Path
 - Open space
 - Activated route along railway viaduct
 - Linking streets
 - New Open Space Within Developments
 - Archway Improvements
 - Route to open space
 - Viaduct Breakthrough

- Building set back
- Active frontages
- Local Centre
- Retail (Ground Floor)
- Residential
- Employment
- Employment (Ground Floor)
- Road crossing
- Active Arch Spine
- Car Parking

Existing



Fig. 5.40

Vauxhall Cross

5.40 Vauxhall Cross forms the heart of Vauxhall. A 'place' must be created here with the formation of a district centre and improvements to the transport interchange. As described in principle 2, town centre uses are critical to this area and buildings that do not offer a mix of such uses will not be supported.

5.41 The character area proposes a two-sided High Street along the line of Bondway, shared between pedestrians and vehicles linking the Albert Embankment to the north, with the newly proposed Linear Park in Wandsworth. Two floors of active frontage is important here to establish the district centre and provide much needed facilities for people living in the area. As with other District Centres, there is an expectation that there will be other frontage that is not retail but is still vibrant and active. Wandsworth Road is an example of this.

Illustrative

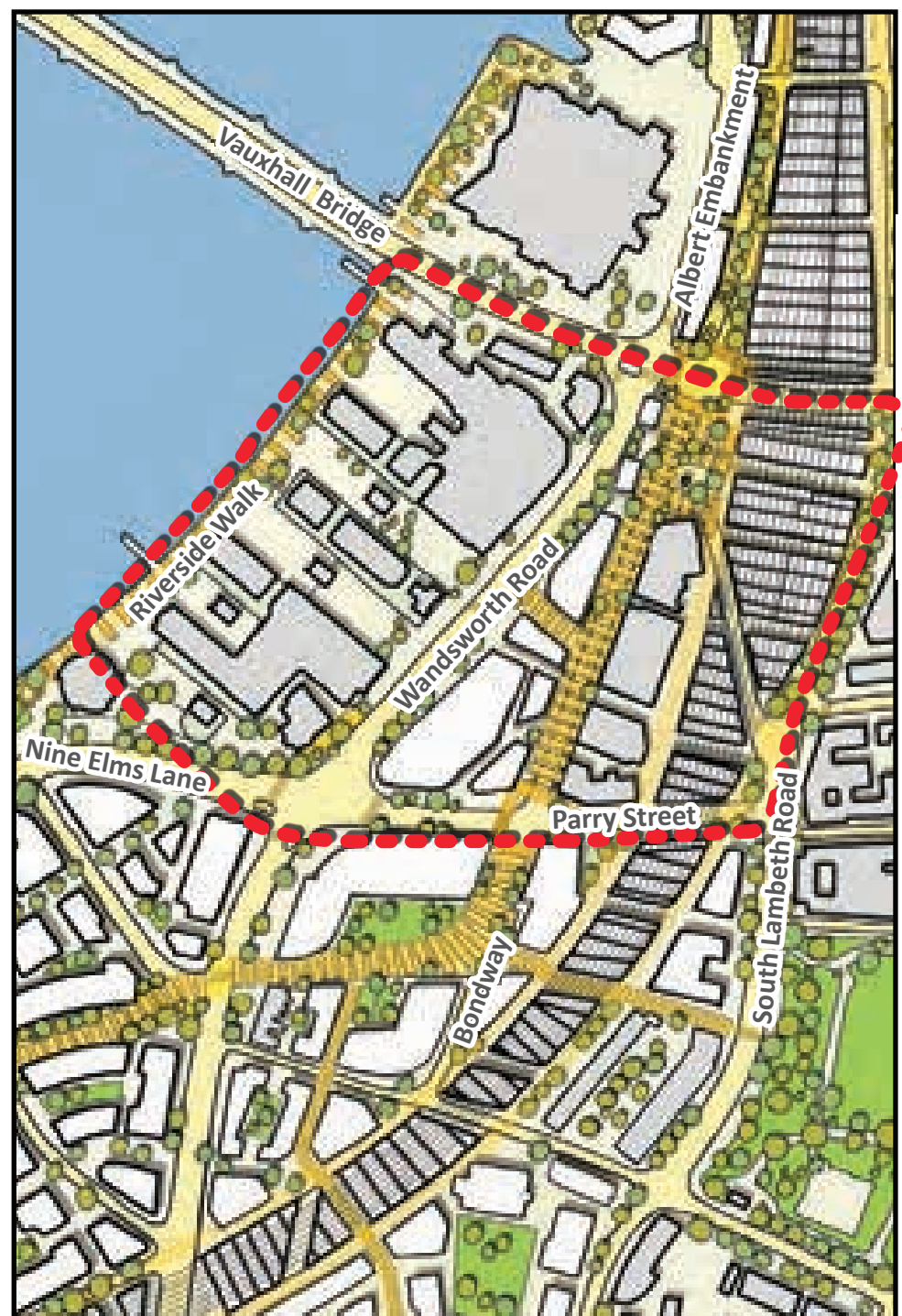
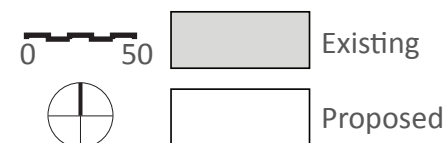


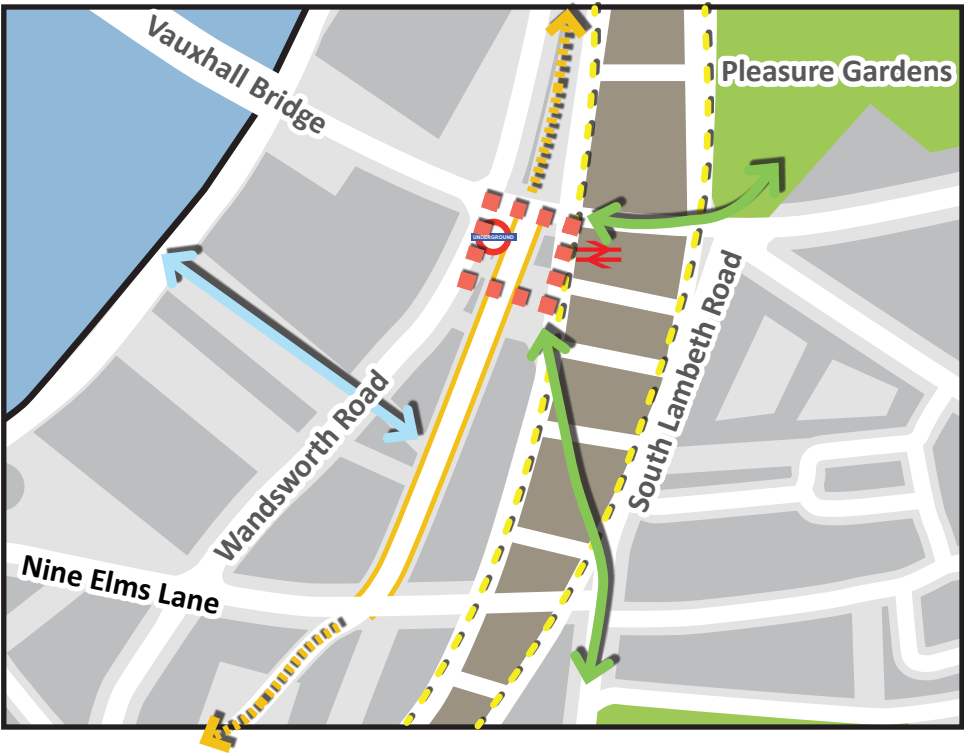
Fig. 5.41



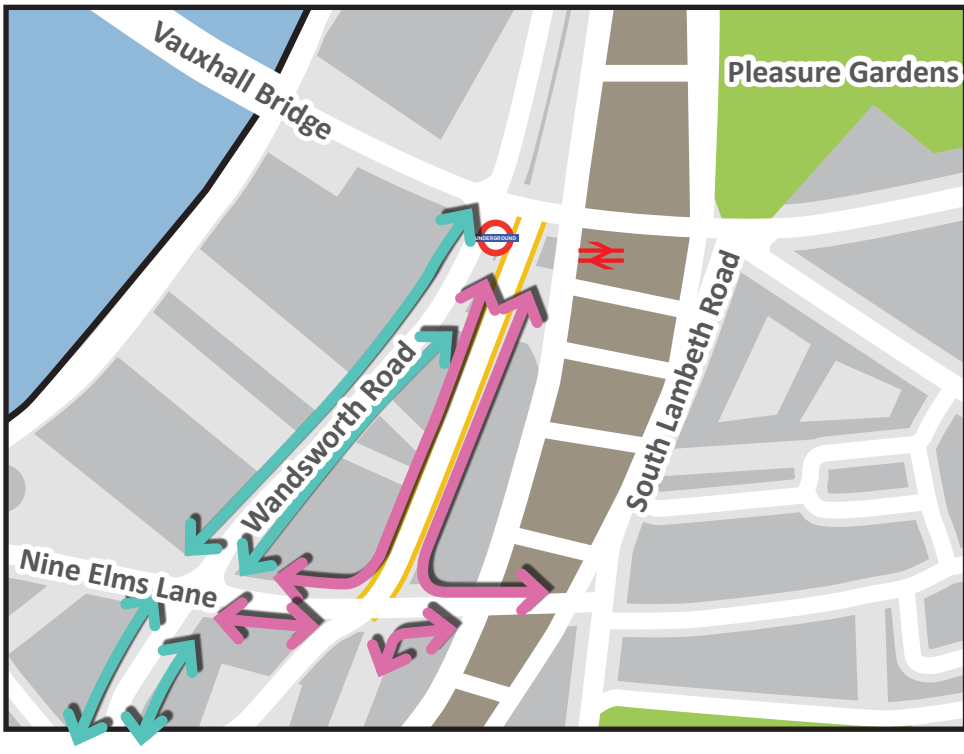
5.42 As a key component of this district centre, a new public square will be created as the 'heart' of Vauxhall Cross to provide a new urban space as a focal point for pedestrians to linger and to enable easy access to shops and other cultural activities and cross and change between different modes of public transport.

5.43 Public realm is to be a primary focus to ensure pedestrians are given a greater priority over vehicle movements. New streets and linkages are proposed to enable existing residential neighbourhoods to the east of Vauxhall Cross to navigate through to the district centre and to reconnect with the river and riverside walk once again. This area will include around 225 residential units and provide at least 590 jobs, this will include construction jobs. The return to two-way working on the gyratory will complete the transformation of the area to a walkable district centre, well served by public transport.

Public realm and open space



Built form



Land use and mix



Access and parking

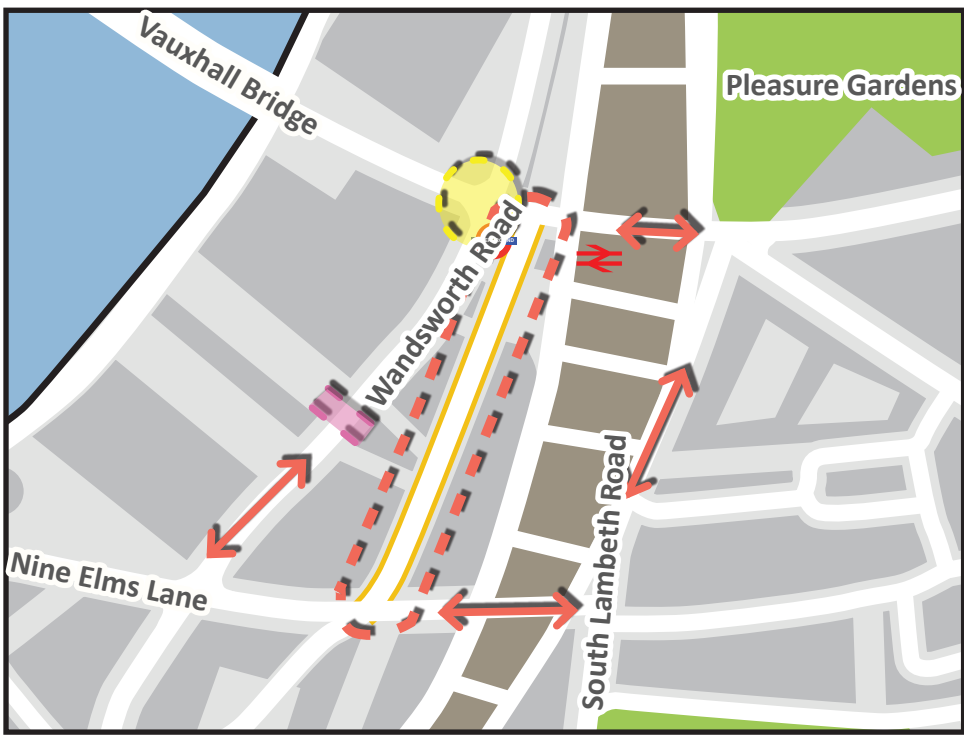


Fig. 5.42

Key

- New retail street
- Route to river
- Urban Square
- Activated route along railway viaduct
- Route to open space
- Active frontages
- Active frontages (retail focused)

- Retail
- Use - Employment, Culture and Community
- Simplified Road Junction
- New Pedestrian Crossing
- Car Parking. Two way working
- Transport Interchange

5.5 Miles Street

Existing



Fig. 5.50

Miles Street

5.50 To the south of Vauxhall Cross, Miles Street will form the link between the new District Centre and the Linear Park. It provides key routes to connect the existing residential neighbourhoods to the High Street and the riverside. Buses may need to use the section between Wandsworth Road and Bondway, in order to achieve some aspirations for the gyratory.

5.51 As with Vauxhall Cross, this area will have uses that are consistent with a District Centre function. These uses are encouraged at ground and first floors. Mixed use development will be organised around a new urban square. Ultimately when the New Covent Garden Market is redeveloped, the Miles

Illustrative

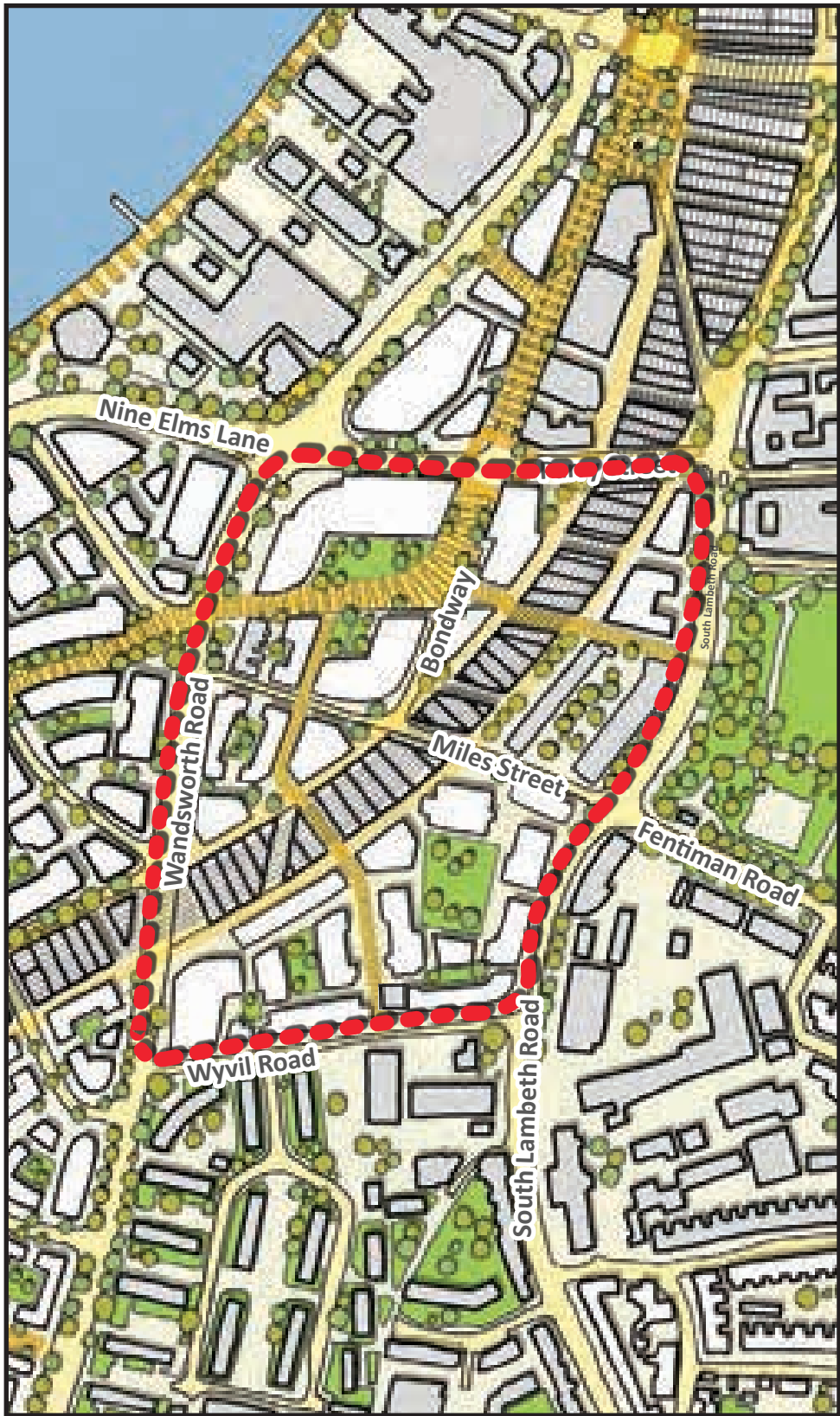
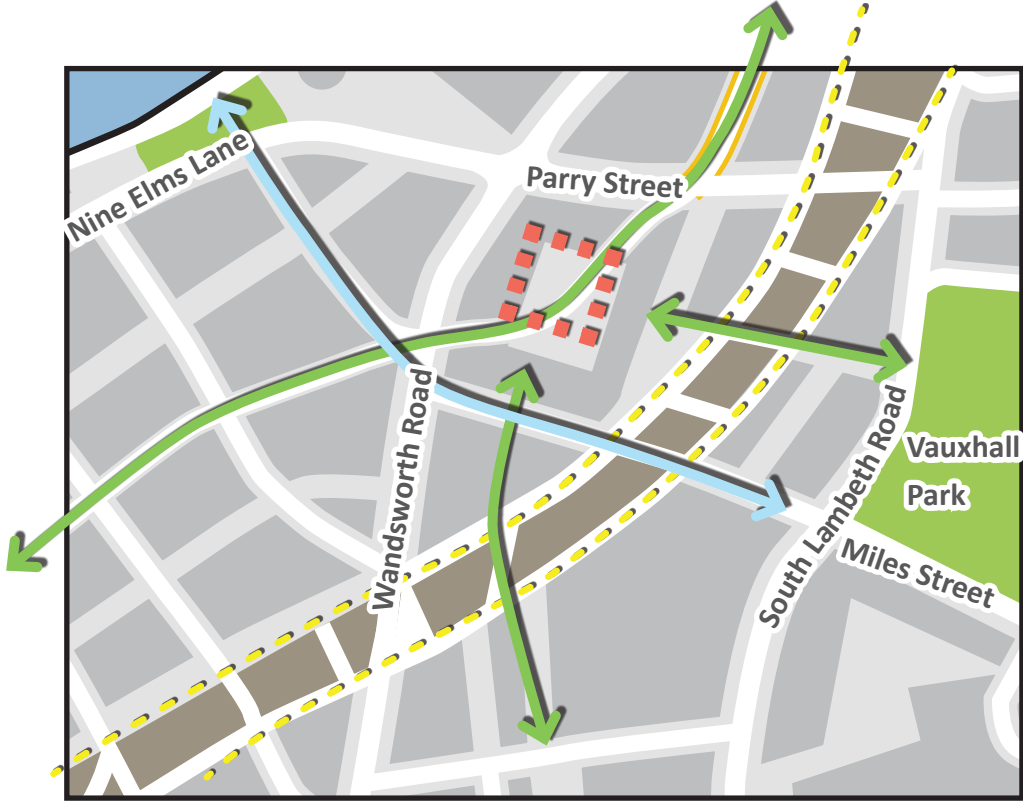


Fig. 5.51

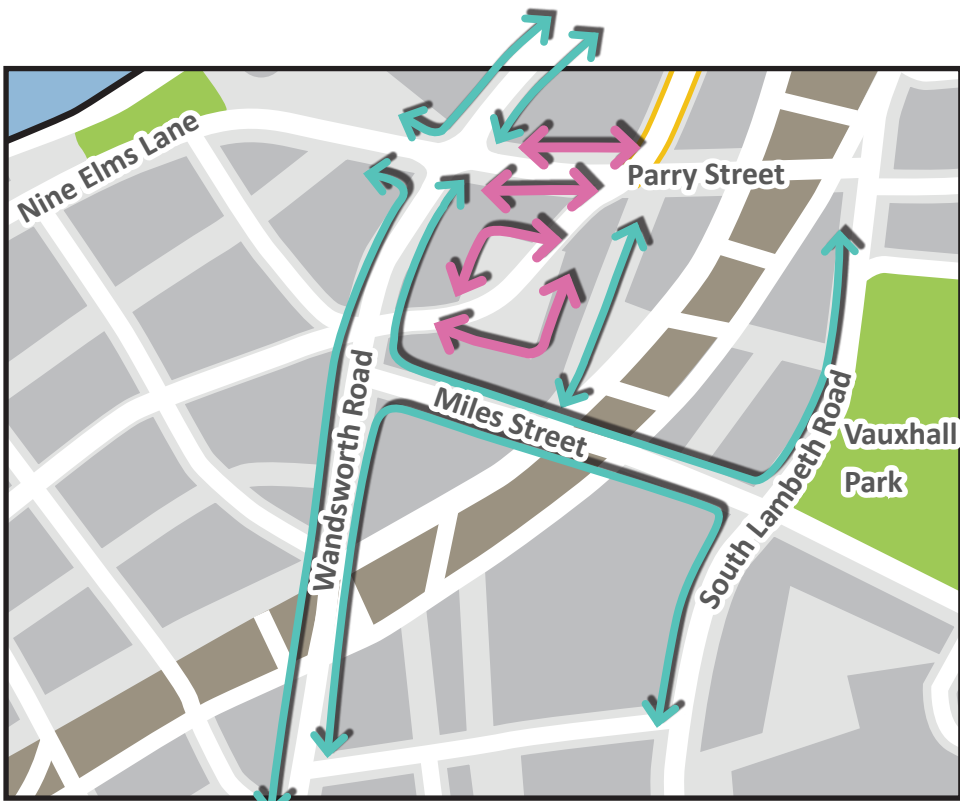


Street area will be a critical part of the evolution of this area into a cross borough town centre. The square should be a mix of hard and soft landscape, recognising that it will act as a popular thoroughfare throughout the area, and also needs to cater for the needs of the local community by providing opportunities for play and open space. A new route though the viaduct will connect directly to Vauxhall Park. As in the whole area, the railway arches will be activated with a focus on employment and cultural uses. This area will include at least 1,350 new homes and provide approximately 2,500 jobs, this will include construction jobs.

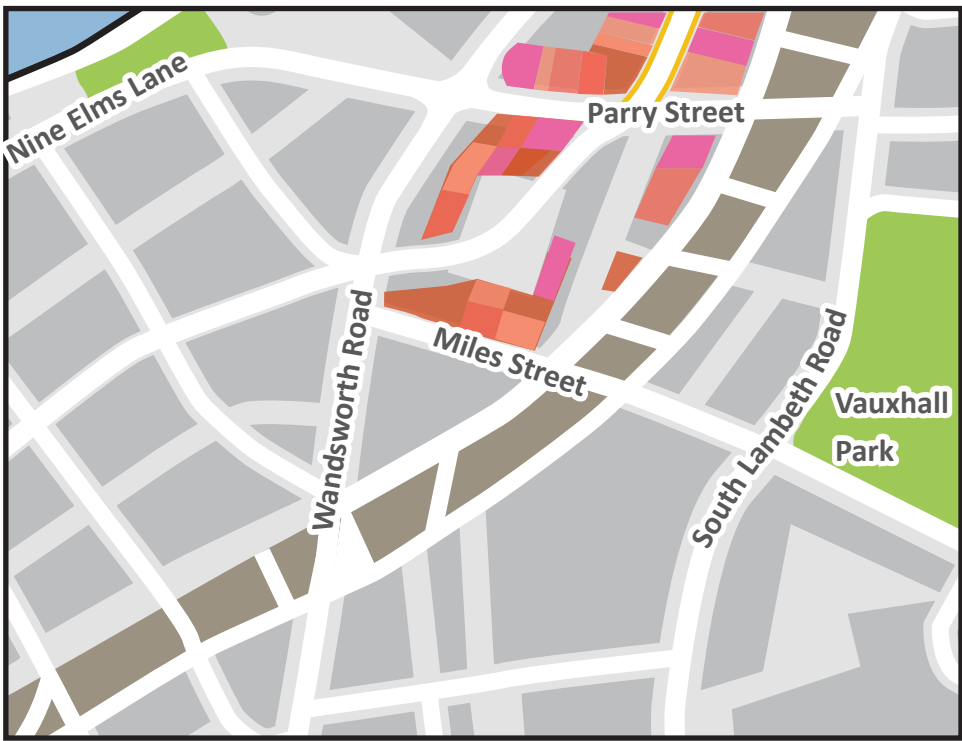
Public realm and open space



Built form



Land use and mix



Access and parking

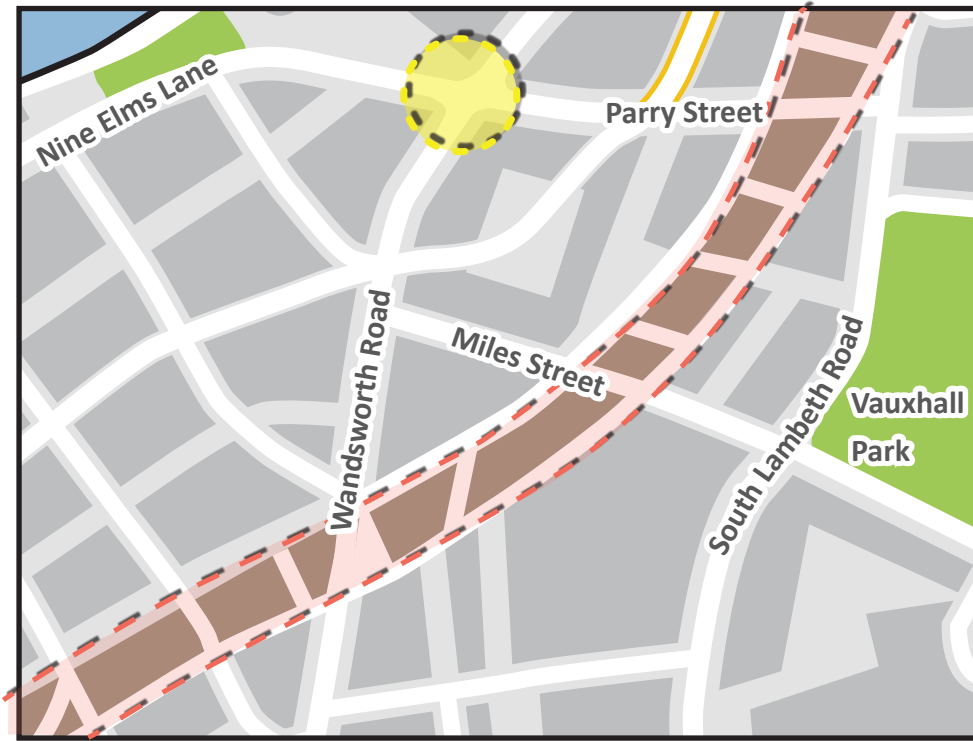











Fig. 5.52

Key

-  Route to river
-  Urban Square
-  Activated route along railway viaduct
-  Route to open space
-  Active frontages
-  Active frontages (retail focused)
-  Retail
-  Use - employment
-  Simplified Road Junction

5.6

Pascal Place

Existing



Fig. 5.60

Pascal Place

5.60 The most southerly area within the SPD is Pascal Place, on the edge of the tall building cluster this will relate to the existing residential neighbourhoods and will have connections to the new developments in Nine Elms. A pedestrian route is reserved to connect Wandsworth Road with the redeveloped New Covent Garden Market.

5.61 This is the preferred area for the new Nine Elms Station for the Northern Line. Planning permission has been approved

Illustrative

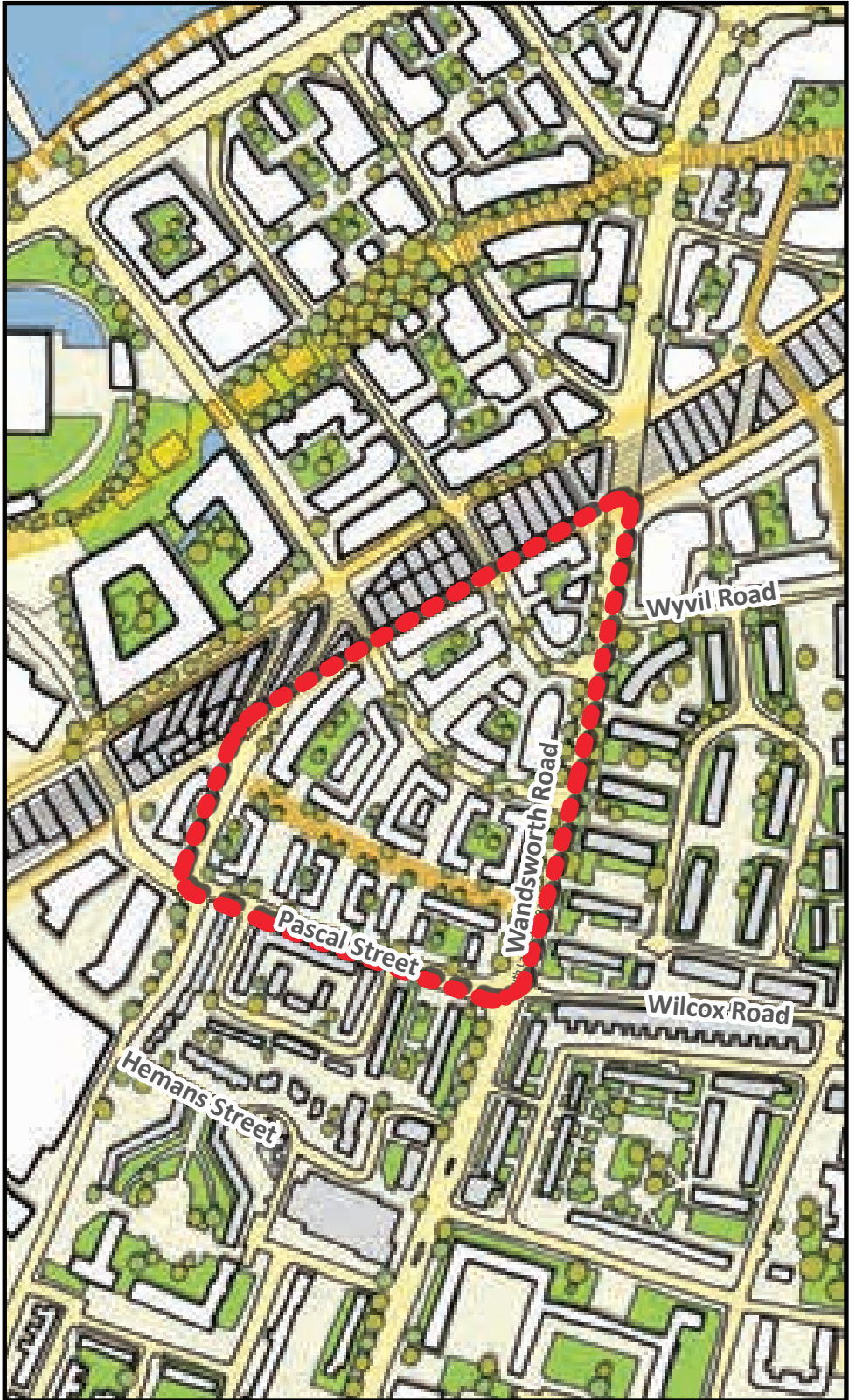
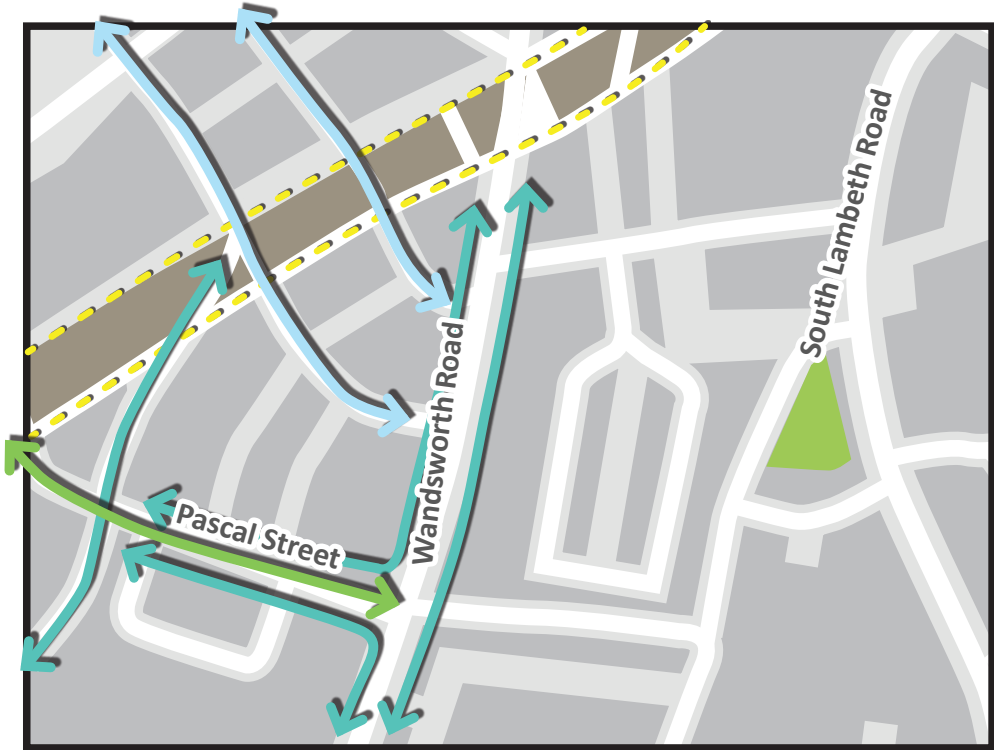


Fig. 5.61



for the expansion of the existing supermarket on the site to facilitate the provision of the station. However, should these plans not proceed, then the Council wish to see development based upon more traditional streets and buildings rather than large scale buildings associated with supermarkets. Routes will be opened up through to the riverside and the linear park. South Lambeth Road will be activated and improved for pedestrians. This area will include around 540 new homes and provide at least 770 jobs, this will include construction jobs.

Public realm and open space
Built form



Land use and mix
Access and parking

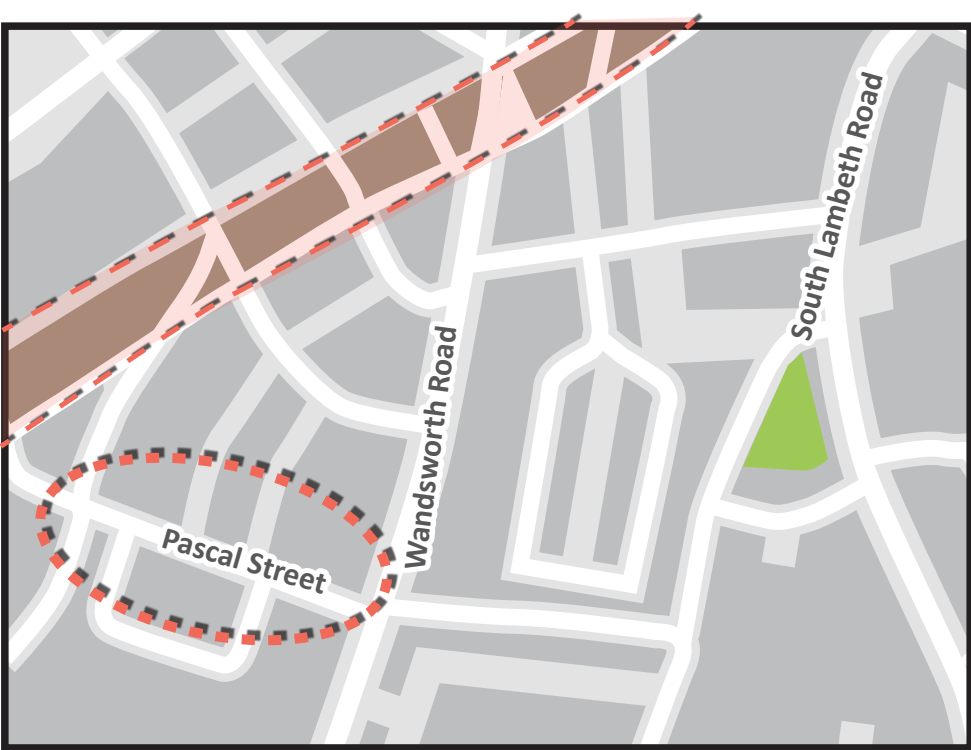


Fig. 5.62

Key

- Active frontages
- Route to Open Space
- Route to River
- Activated Route Along Railway Viaduct
- Use - Employment, Culture and Community
- Transport Interchange