

4.7 Connected Spaces

Principle 7

Connect and improve the green spaces, especially Vauxhall Pleasure Gardens, Vauxhall Park and Larkhall Park, and create new spaces where possible.

4.70 The OAPF identifies this area as one of open space deficiency. Recent feedback from the community highlights just how precious and appreciated the existing local parks are to residents of all ages. However, this appreciation is matched by a widespread concern as to the perceived vulnerability of the parks in the face of development pressures. Two measures are proposed to address this. The first is the creation of a continuous pedestrian and cycle route throughout the whole area from Lambeth Bridge, along the Albert Embankment through the new High Street connecting with the Linear Park in Wandsworth and the Power Station to the West.

4.71 The second is that the existing **green spaces will be connected and improved**, especially Vauxhall Pleasure Gardens, Vauxhall Park and Larkhall Park. As described under Principle 6, the general upgrading of linking streets will be important with the removal of unnecessary and visually unattractive street furniture, upgrading of materials and improved signage and lighting and the planting of street trees. These vital new green linkages should deliver the same sense of local pride as the parks themselves. Where the viaduct limits access to a park, a closed arch will be opened up.

4.72 The masterplans produced for each park have been updated as part of the SPD. Developer contributions will be directed towards the delivery of a series of community supported projects which will enable increased safe usage of parks where appropriate. Crucially, projects will be funded which help to link the parks to each other and the river, thereby creating a continuous green route. To date a number of improvements have been implemented including signing; planting; seating; new lighting; and remodelling.

4.73 Wherever possible, newly provided open spaces should be publically accessible, functional and overlooked.

4.74 New developments should incorporate open space to alleviate pressure on existing parks and open spaces illustrated on Figure 4.70. In addition to delivering improvements to the existing parks, the SPD proposes to introduce new open spaces in the following locations:

New Public Spaces

1. Gateway space at Lambeth Bridge along the Albert Embankment riverfront walk
2. Activity space at the junction of Black Prince Road and Albert Embankment along the riverfront walk
3. Green open space along river front walk
4. Series of spaces surrounded by cafés, restaurants and bars along the river front walk
5. New space in front of the station at the head of the newly created High Street
6. New High Street in place of the old bus station canopy
7. High quality open space for people to eat, drink and relax away from the roads between Miles Street and Parry Street
8. The Linear Park in Wandsworth connecting to new High Street

Communal Spaces Within New Developments

9. Courtyard space within employment led local centre near to Pratt Walk
10. Public square alongside railway arches on Whitgift Street
11. Open space along Lambeth High Street
12. Courtyard space surrounded by mix of A3 and employment uses between Tinworth Street and Glasshouse Walk

Improved Parks

13. Paradise Gardens
14. Pedlars Park
15. Vauxhall Pleasure Gardens
16. Vauxhall Park

4.75 There is an urgent need to upgrade the Vauxhall Parks in order to make them ‘fit for purpose’ in the face of the impending scale of development. This will bring a range of benefits, including: improving the health and well being of the local community, improving biodiversity, contributing to the local economy and adapting to the likely impacts of climate change.

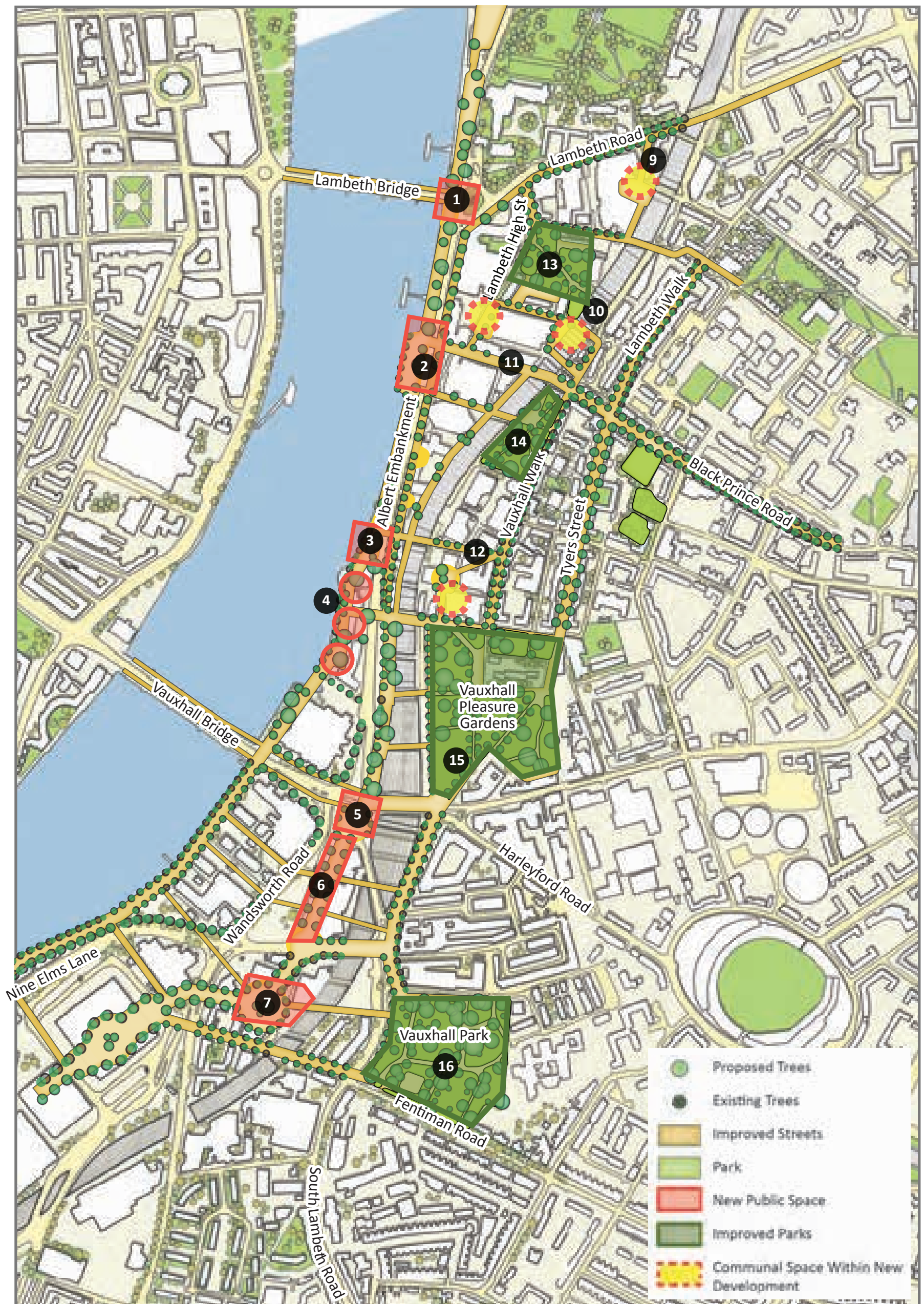


Figure 4.70. Connected spaces



4.8 Supporting Infrastructure

Principle 8

Ensure supporting infrastructure is provided to create a truly memorable place.

There is significant concern that there must be a radical uplift in supporting infrastructure to enable growth on the scale proposed in the SPD to take place. Supporting infrastructure is **essential** to create the truly memorable place. The OAPF states that it should be paid for by new development where it is necessary to allow growth to proceed or to mitigate the impact of development.

4.80 All of the principles within this SPD generate the need for either new infrastructure or some sort of upgrade to existing infrastructure whether this is utilities, policing and emergency services, transport or health facilities or other aspects of life dedicated to the well being of the community. The Council will endeavour to ensure the positive impacts of developments in Vauxhall extend beyond the SPD area boundary, where some of the supporting infrastructure that already exists will be relied upon and or improved upon. The Development Infrastructure Funding Study (DIFS), sought to quantify the supporting infrastructure requirements although this will soon be superseded by the Community Infrastructure Levy. They are proposed as follows:

- Strategic transport including the provision of the Northern Line Extension, including the new station at Nine Elms; transformation of the gyratory and the bus station; buses, cycling and pedestrian facilities; and other transport initiatives such as measures like car clubs, if appropriate. The DIFS seeks a strategic contribution to these requirements. They are described further under Principle 10 of the SPD. There may be additional site specific transport issues that need to be addressed.
- It is likely that the locally increased population will trigger the need for a new primary school. Whilst this presents a challenge in terms of securing sufficient space to meet educational requirements in this inner urban area it also provides an exciting opportunity for a really innovative architectural solution which delivers a building of exceptional and inspirational quality for the young people of North Lambeth. Secondary school provision will be met by the expansion of existing schools. Nursery and other children's facilities will be assessed over time and needs identified accordingly in relation to population increase.
- There are already new health facilities available at St George's Wharf, but these are over subscribed. Jointly with Wandsworth Council and health providers 2 new facilities are proposed; one at the redeveloped Power Station and the other as part of the redevelopment of New Covent Garden Market. An additional 750m2 of

space for the provision of health services in Lambeth will also be required as a result of the new population working and residing in the VNEB area. It is envisaged that this space can be gained through the expansion of existing health facilities in Lambeth, in particular the Riverside Medical Centre and the Mawbey Brough Health Centres, although an additional site or building may be required if this proved not possible.

- The DIFS identified the need for the provision a new community/children/adult learning centre in Lambeth. The Council is undertaking an audit of existing community facilities in the Vauxhall area to determine what type of community building or facility is required, its size, specification and who might operate it in a sustainable manner. It may be that this work will recommend that the tariff contributions be used to support the establishment and running of the new Community Development Trust rather than the provision of a new capital facility. If a new building is justified, it will be provided as an integral part of the new street within the District Centre.
- Currently located in the junction of Bondway and Parry Street is the Graham House Hostel run by the charity Thames Reach. With the comprehensive redevelopment of this area developers and landowners may wish to consider a future re-provision of the hostel at a cost to development. There will be no tariff provision in relation to this outcome. The GLA consider this to be an essential element of the wider site redevelopment to comply with the London Plan.

4.81 The area of search for some of this infrastructure is illustrated on Figure 4.80. However, subject to further assessment, it may be possible to expand existing facilities that are both inside and outside the SPD area to serve the new development and developer contributions may be directed to support this provision. Libraries would be an example of this.

4.82 In terms of indoor leisure facilities, the Council has recently opened Clapham One leisure centre which is approximately 15 minutes away by public transport. It has also negotiated the use of a private swimming pool as part of the Lambeth Place development which is adjacent to Vauxhall Park. There are existing gyms in the area. Wherever possible the Council will encourage developers to supplement these sorts of facilities and others such as cinemas, but the Council will need to be assured that these facilities will be accessible and affordable to local communities. The future of the existing parks is discussed under Principle 7, Connect and improve green spaces. Other sports facilities such as football pitches are being provided as part of the wider Vauxhall Nine Elms area, including proposals at the redevelopment New Covent Garden Market.

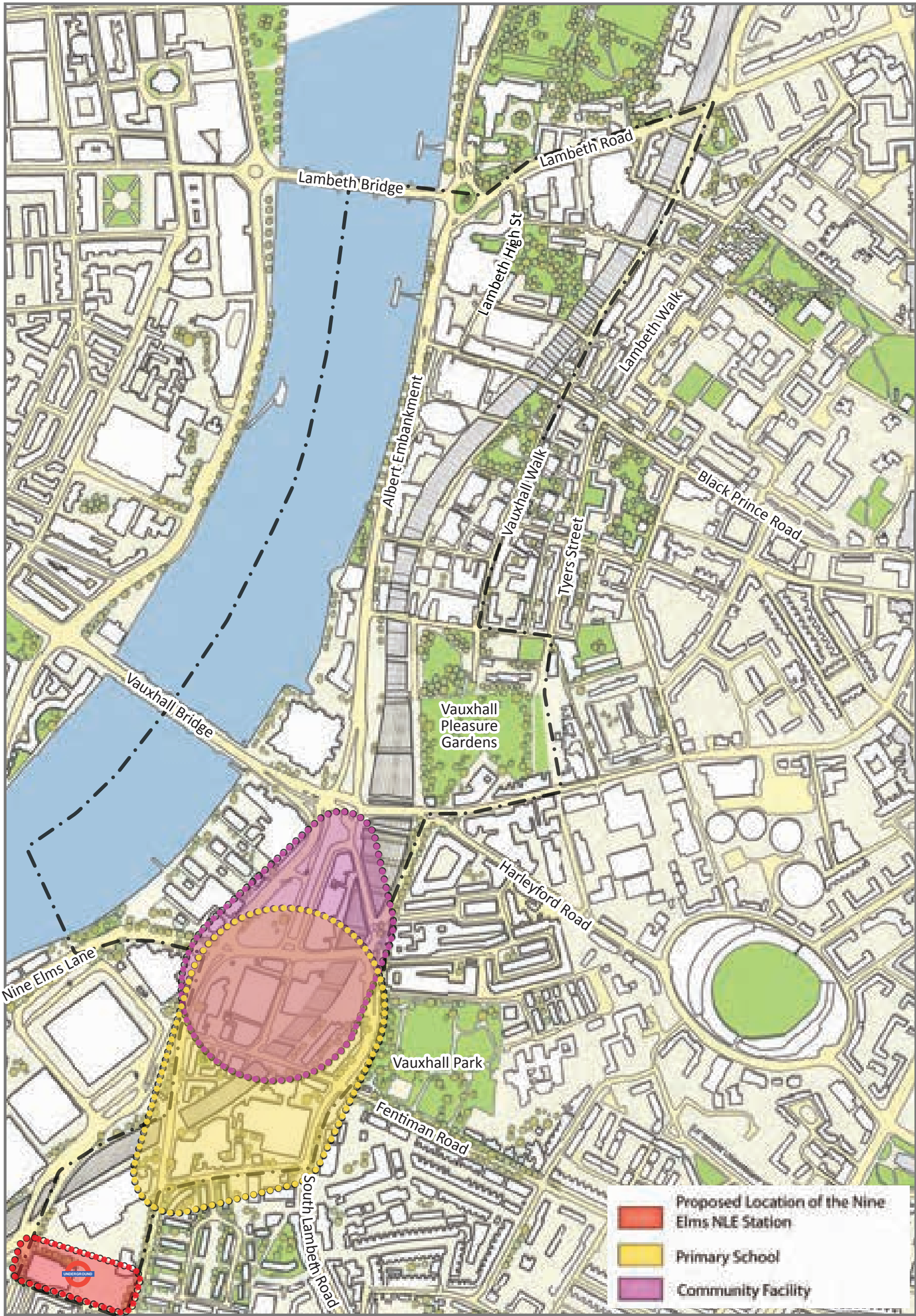


Figure 4.80. Infrastructures in Vauxhall

4.8

4.83 There are a number of faith buildings that exist in the area. The Council wishes to express its support for the provision of multicultural faith buildings or spaces as part of any redevelopment if appropriate.

4.84 It is imperative that the legacy of growth brings with it community benefits that are tangible and recognisable. New jobs and new homes are benefits but the Council wishes to ensure that as the VNEB Vision states, there are benefits for the community as a whole.

4.85 To nurture the vitality of local life and guide these benefits an effective Community Development Trust, or another appropriate body, is proposed. This could either be an existing local trust or a newly created CDT, funded from the proceeds of development and set up as a social enterprise, or as an arm within an existing organisation. This delivery body will be mentored by specialist experts and could be hosted by Vauxhall One, the local BID, to ensure cost efficiency and compatibility. Vauxhall One is already successful and there are many opportunities that could be enjoyed from such a relationship going forward, and subject to the detailed development of a mechanism for delivery.

4.86 The CDT will concentrate on delivering social and community benefits for the existing and the growing residential community in Vauxhall. Vauxhall One generates its funding from a business levy. The new CDT would generate its income from new build residential units and development contributions. Each development within the Vauxhall SPD area could provide a revenue stream to support the work of the CDT in order to guarantee its sustainability into the long term future. This S106 contribution will be calculated at a rate per residential unit/student bedroom per annum and reviewed every 3 years in line with RPI. This is a contribution that would be collected as S106 funds or another alternative mechanism should one be identified when the governance of the CDT is developed in greater detail.

Community Development Trust:

4.87 Connected to a mature and extensive national network of CDT's right across all parts of the UK, the new Vauxhall CDT could be founded upon a model of social action and self-reliance through community enterprise and community asset ownership. Benefiting from a sustainable income from developer contributions, a new revenue stream termed the Vauxhall Community Chest, the new Vauxhall CDT could be a financially self-sufficient organisation trading for social purpose with profits reinvested rather than going to shareholders, providing benefits to the local neighbourhood of Vauxhall.

It will need to be owned and managed by members of the community; an organisation run by the community as well as for the community. In common with most development trusts, it will aim to acquire and develop local land and buildings.

4.88 The Vauxhall CDT will have an over-arching purpose to ensure, via community initiatives, that the spirit of Vauxhall is nurtured and able to flourish. It is clear that if the challenges of Vauxhall are to be properly addressed, the next decade must be about much more than securing private investment in a series of high value capital schemes. It is essential that a well-funded, sustainable and well managed community organisation is charged with delivering a programme of projects which cumulatively ensures that this place has a distinctive, flourishing cultural identity.

4.89 The Vauxhall CDT would complement Vauxhall One and is keeping with their mission statement – “Together: We Can Make Vauxhall Better”. At present, Vauxhall One is focused on delivering a series of initiatives to support the successes of businesses in Vauxhall, although their theme Vauxhall Together supports businesses and residents to create a stronger community. The Council intends to consult widely on the role and form of the CDT. The Vauxhall CDT could have a specific role to play in making sure important aspects of the SPD are delivered.

It could:

- Hold leases of affordable retail units provided by developers and allocate these units to retail enterprises, managing the income from these sub-leases/tenancies, acting as landlord.
- Provide advice, mentoring and support to new retail and other enterprises in Vauxhall, acting as champion for the new ambition to make Vauxhall a cradle for retail innovators.
- Develop sustainable ways of involving local people in public realm management in ways which develop skills and job opportunities, doing so in close collaboration with the Council's Parks Service.
- Develop the capacity to take on the management of other social and community assets over time, including community buildings.
- Complement the work of Vauxhall One.
- Devise a programme of community focused projects which concentrate on cultural place-making to complement the vision for Vauxhall and the Cooperative Council agenda.



Figure 4.81. Vauxhall City Farm

4.9 Place Making and Tall Buildings

Principle 9

Good place making principles should be applied to all new development to ensure that new buildings, spaces and streets are of high quality.

4.90 Good place-making principles should be applied to all new development in Vauxhall to combine economic strategy with architecture and regeneration to create sustainable and comfortable places. This place will have presence and significance; create a strong identity and image; evoke civic pride by demonstrating quality of design and execution and contribute to social, cultural and economic well-being. Vauxhall is now the focus of a scale of development that for the most part, has not been evident in this area previously. The OAPF identifies this area as being appropriate for tall buildings, and this is in fact one of only ways that the high level of density of development being proposed can be achieved due to the configuration of the area and the domination of the transport infrastructure. This combination of factors presents a special challenge and if the buildings that are developed fail to meet this challenge the legacy will be evident and visible London wide as well as at the local scale.

4.91 Throughout this SPD, the principles related to design have been aimed at achieving the following:

- An environment that is well designed and visually rich
- Quality open space
- A distinctive place that has a strong and positive identity
- Human scale, an attractive skyline with enjoyable views to and from places of note
- A rich mix of uses and diversity of attractions
- Ease of accessibility for all
- Contribution to the historic environment to local distinctiveness
- High amenity value especially in its historic places
- Pedestrian and cyclist friendly environments
- Safe and sustainable environments, especially in residential areas
- Well managed and maintained throughout

4.92 Buildings are the means by which definition is given to streets. The street is a fundamental part of the built environment. It is within the 'street' that many activities, so important for the health and vitality of a take city take place – social interaction, working, shopping, eating, drinking, business and pleasure. In all of these are corridors of movement for people and vehicles. In Vauxhall, there are two types

of place that the Council is seeking to bring forward as a single, continuous and seamless piece of city. They are Albert Embankment and the Vauxhall Tall Building Cluster.

Albert Embankment

4.93 The Albert Embankment is an exceptionally important part of Lambeth's frontage to the wider city. The place making potential of the Albert Embankment Conservation Area is a key determinant in the development of the Albert Embankment as a whole and contains important and sensitive historic buildings and features. The setting of these features and buildings will have an effect on new development and how it is perceived. The conservation area designation report, containing and assesment of character and appearance, is available to download on the Council's website.

4.94 The spine of the conservation area is a 0.5 km stretch of 1860s granite embankment wall with cast iron lamp standards. There are two key listed buildings, the former Royal Doulton Building (now Southbank House) and the London Fire Brigade HQ and two buildings that are public houses that add to the

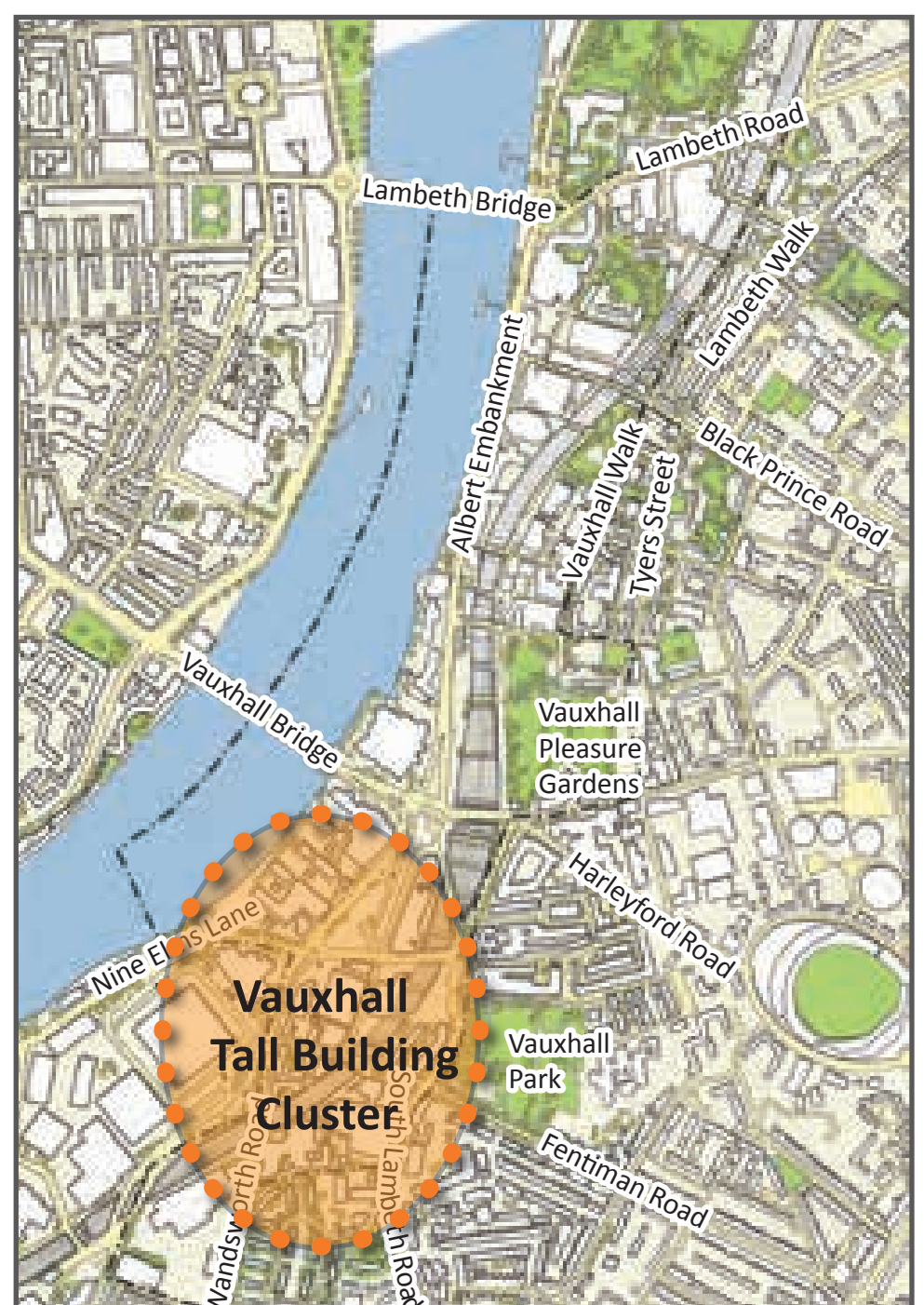


Figure 4.90. Tall Building Cluster (OAPF, 2012)

ALBERT EMBANKMENT

VAUXHALL CLUSTER

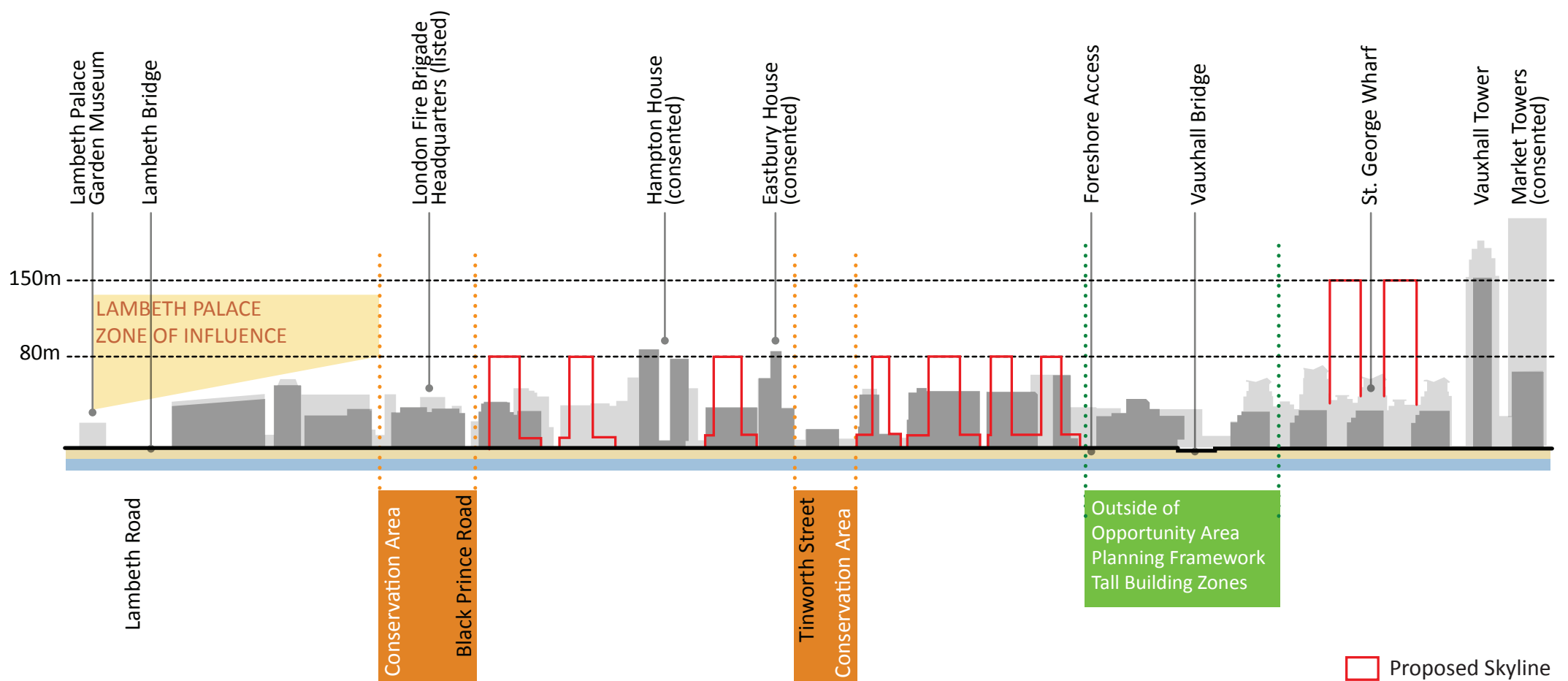


Figure 4.91. Albert Embankment building heights

quality of the area – the Windmill and the Crown. 36-37 Albert Embankment is a fine four storey 19th century warehouse building. White Hart Dock is a retained and interpreted piece of the area's former industrial heritage and as referenced earlier, Lack's Dock still provides access to the foreshore for people and amphibious tourist vehicles. The 1980's MI6 building is considered a key landmark within the conservation area.

4.95 Two background consultation areas protecting strategic views to the Palace of Westminster bisect the conservation area (Strategic View Corridors)- one from Parliament Hill affects the northern half of the conservation area (all buildings and spaces north of and including the Crown Public House) and the second from the junction of Albert Embankment with Black Prince Road affecting all land and buildings northward from this point. The most recent view from Parliament Square identified in the London Plan and the revised London View Management Framework (LVMF) 2012 may also be of relevance here.

4.96 The key natural feature of the conservation area is obviously the Thames itself which, following the completion of the MI6 building in 1992 can be appreciated from a continuous Thameside path along the south bank up to Vauxhall Bridge (with a slight deviation around the small inlet of Lack's Dock between MI6 and Camelford House). The St George's Wharf development, extends this path right up to the borough boundary with Wandsworth where an existing riverside promenade extends south-westward alongside a small linear

park between the river and Nine Elms Lane. The public open space known as Albert Embankment Gardens forms an apron to Peninsular Heights and is shaded by a number of mature trees. This space is of fundamental importance as it is a rare green oasis along this stretch of the Thames.

4.97 One of the principles of this SPD is to enhance this riverside walk and improve access into the Lambeth hinterland at the same time as refreshing and improving the quality of the buildings on the Albert Embankment. These heritage factors frame the way in which new buildings must be designed and are going to be judged.

4.98 The intensification of these buildings must ensure that the quality, openness and continuity of the riverside walk and its key historic features are enhanced. New public realm must also respect the 19th Century Embankment and provide a suitable contemporary foil to it and respond positively to the wider city beyond.

4.99 In terms of the massing and impact of tall buildings on the Albert Embankment there is a key view that is mentioned in the Council's conservation area statement.

4.910 'The views and panoramas from within the conservation area form a key part of its character. The riverscape of the north bank (i.e. Westminster Abbey and Parliament Square, Smith Square, Pimlico, Millbank, Dolphin Square, Churchill

4.9

Gardens and Peabody Avenue) form the entire backdrop on the western side creating an unfolding panorama for the whole length of the riverside walk. The vista from Vauxhall Bridge towards the Houses of Parliament is also of critical importance. These views are ever-present by day and by night, by virtue of the illumination of the key buildings within Westminster.

4.911 This view should also be taken into account in terms of tall building massing and impact.

4.912 The OAPF identifies 80-90 metres as a guideline for tall buildings in this location. The Council considers that this is a maximum height and only in exceptional circumstances will buildings that exceed this height be supported.

4.913 Not all of the buildings along the Embankment can be 80-90 metres in height. If this were the case, it would conflict with the main thrust of the SPD which is about connectivity. The creation of gaps between buildings along the Albert Embankment is essential to establish an interesting and varied profile and not an 80 metre solid impenetrable wall.

4.914 The Council suggests that this is best achieved (in the absence of any GLA density controls), by assuming a plot coverage of no more than 40% can be taken to the full height of the 80-90 metre zone. This will always ensure that there is a separation between towers and that the objective of a varied and interesting skyline is achieved. This figure is arrived at by considering that the amount of high development should be less than 50% of the plot at height. Reducing to 40% does not unduly restrict development at height but does protect the air space at upper levels that is needed to separate towers and prevent the wall effect. The long elevation of Albert Embankment from the river shown in Figure 4.91 illustrates this point showing the effect of development on most of the development opportunities south of the Fire Station Headquarters. Different approaches will be encouraged to the architecture of each site to allow for the expression of high quality development.

4.915 In addition to this, any podium (or foothills) covering a greater percentage of should be restricted to between 2 and 4 storeys to ensure the rather unattractive wall of development that currently exists is not replicated at a lower height. A varied and lively streetscape is desirable along the riverside and it is believed that this will encourage it. All proposals will be judged on their wider merits with these urban design aspirations in mind

4.916 Lambeth Palace and the World Heritage Site are close to the Albert Embankment at their northern end. North of the listed fire station, development should respect this and continue to step down below this maximum towards the Palace.

4.917 Proposals for high buildings close to the railway viaduct will need to be stepped down towards the viaduct to have regard to the lower rise development to the east. This is to prevent the wall effect of development created along the viaduct and this is another reason for the 40% coverage figure proposed above.

4.918 It is essential that new denser development integrates comfortably with the generally low rise existing development to the east of the railway viaduct. Development heights should step down from west to east in order to achieve this. Such stepping down should also protect the outlook and amenity of existing residents. In assessing such impacts the council will use the BRE guidance on daylight and sunlight.

4.919 New buildings in this area will need to be mixed use to deliver the place making principles and the economic growth that this SPD is promoting.

Vauxhall Tall Building Cluster

4.920 The shortcomings of Vauxhall Cross have been described previously in the SPD. To overcome some of these, the Council is proposing to establish a Vauxhall tall buildings cluster as part of the creation of the new District Centre.

4.921 The OAPF identifies 150 metres as a guideline for tall buildings in this location. The Council considers that this is a maximum height and only in exceptional circumstances will buildings that exceed this height be supported. Buildings will step down in height from the cluster southwards to reflect the change in character locally.

4.922 There are a number of buildings already developing in the 'Heart of Vauxhall' cluster and as the SPD is published, the Vauxhall Tower is nearing completion. The emerging OAPF envisaged that this building would be the tallest of the cluster with a gradual building up of a group of other towers around it. However, the proposed redevelopment of the Market Towers building which sits on land adjacent to Lambeth and is in Wandsworth, has changed the dynamic of the cluster and moved the peak of the cluster further west towards Wandsworth. The consequence of this is that the Council

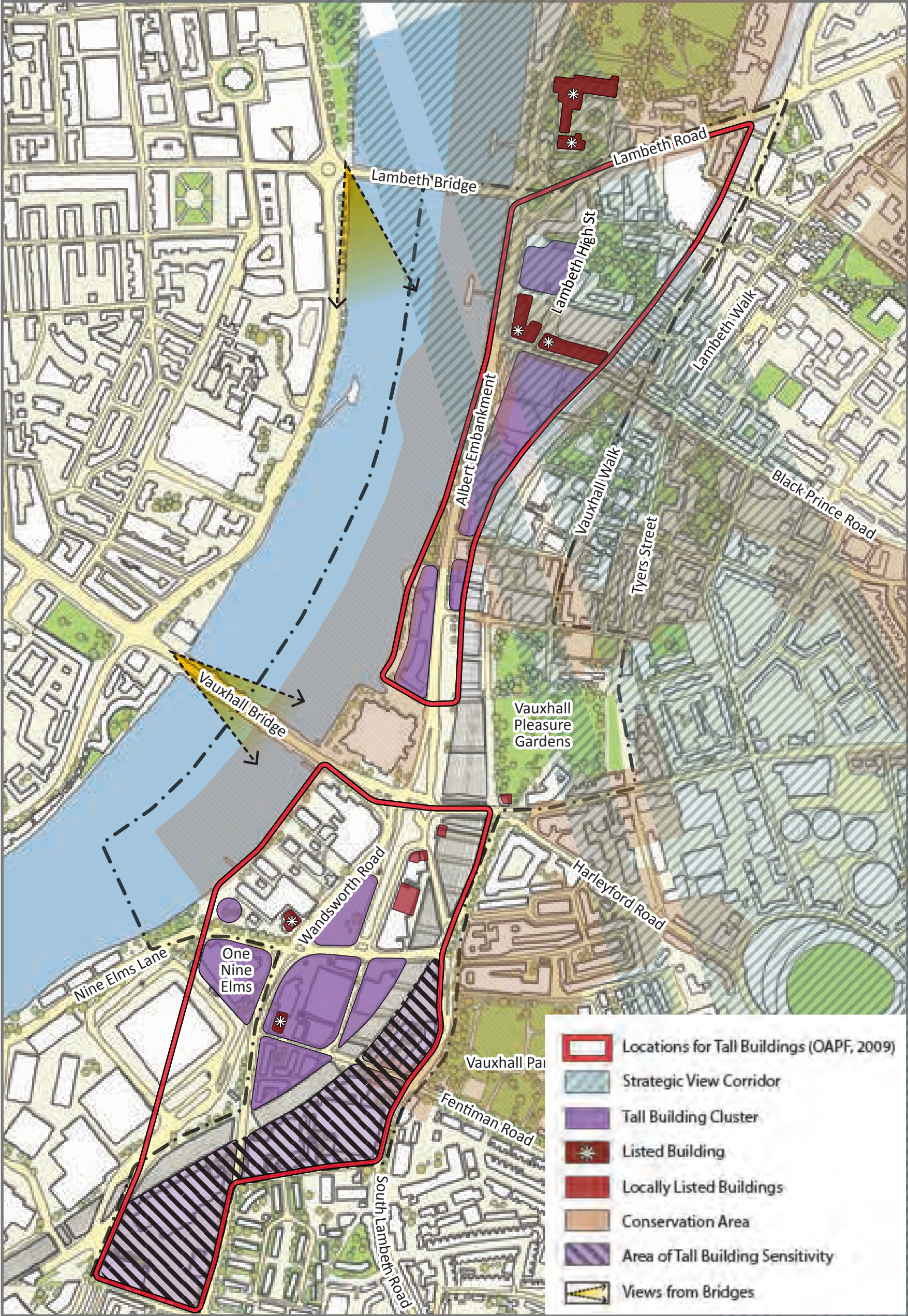


Figure 4.92. Overview of tall building areas with Vauxhall



4.9

requires development to step down significantly from the Market Towers development, now known as One Nine Elms. Whilst One Nine Elms is higher than the GLA's indicative 150m threshold set out in the OAPF tall buildings strategy the GLA has stated that it believes that there is a sound urban design rationale for making an exception to this strategy in this particular instance. The consequence is that other buildings within the cluster must remain at around the 150m threshold. (Figure 4.95 shows the market tower scheme in context).

4.923 The railway viaduct divides the Vauxhall tall building cluster into two and is a significant and wide element of area that cannot be built upon. The cluster identified to the east of the railway viaduct is close to both Vauxhall Park, an area of low scale housing and the Vauxhall Park Conservation Area. All of these are sensitive to the juxtaposition of tall buildings. It is essential that lower heights are developed in this area for this reason. Vauxhall Park is an important community resource that should not be overshadowed by inappropriate height and its feeling of openness should be maintained. The park is also sensitive to 'wall effects' i.e. where a continuous high edge of development is created. This again would destroy the openness of the park. There is an area of lesser sensitivity to the south west of this eastern area where development opportunities are further from the park and conservation area and where taller buildings that 'hug' the railway might be considered acceptable.

4.924 The view from Westminster Bridge in the OAPF and the views from the bridges further north on the river – Hungerford and Waterloo, are seen to be critical views in assessing the cluster. Due to the sheer size and number of planned tall buildings in the cluster, it will be difficult to separately view planned towers from these key viewpoints, particularly from the further distant bridges. However, wherever possible, if there are choices of location and shape for a development, account should be taken of this desire to separate towers.

4.925 Legibility is an important part of the appreciation of place. It works at two key scales – firstly, from the ground / street and secondly, as perceived urban mass and form from key views and places. From the street there should be a clear hierarchy of forms relating the tall buildings to the ground. These can include 'foothill buildings' or podiums that transfer the scale down from high to low and give a legible form to the street that is not overbearing. The perceived mass and form of clusters and groups of tall buildings is best tested from the agreed important viewpoints referred to above. Here, legible groupings demonstrating a clear hierarchy of towers building

to an apex at particular points should be developed. Generally, tall building clusters should be shaped and stepped down to reduce visual impact close to conservation areas and historic buildings.

4.926 Quality of design is a key aspect of good placemaking. At ground level, sufficient and comfortable spaces for pedestrians should be provided that have a good microclimate. This is particularly important given the large shadows cast by tall buildings, particularly in the winter months. Paving, lighting, street furniture and planting should reflect the status of the developments above and encourage the public to interact with them. The provision of active frontages is also desirable. The architectural quality of the tall buildings should be carefully and skilfully developed to express aspects of the character of the area, relate to other buildings, transfer successfully from the large down to small scale and have durable and attractive materials. Curtain walling and windows are not suitable in this important area of London. Taller mixed use buildings will define the Heart of Vauxhall, at the new district centre resulting in a dramatic new skyline silhouette for London and maximizing views of the river from elegant buildings. This dramatic change will transform the present image of Vauxhall for Londoners.



Figure 4.93. Victoria Tower - Westminster



Figure 4.94. Emerging Tall Building Cluster

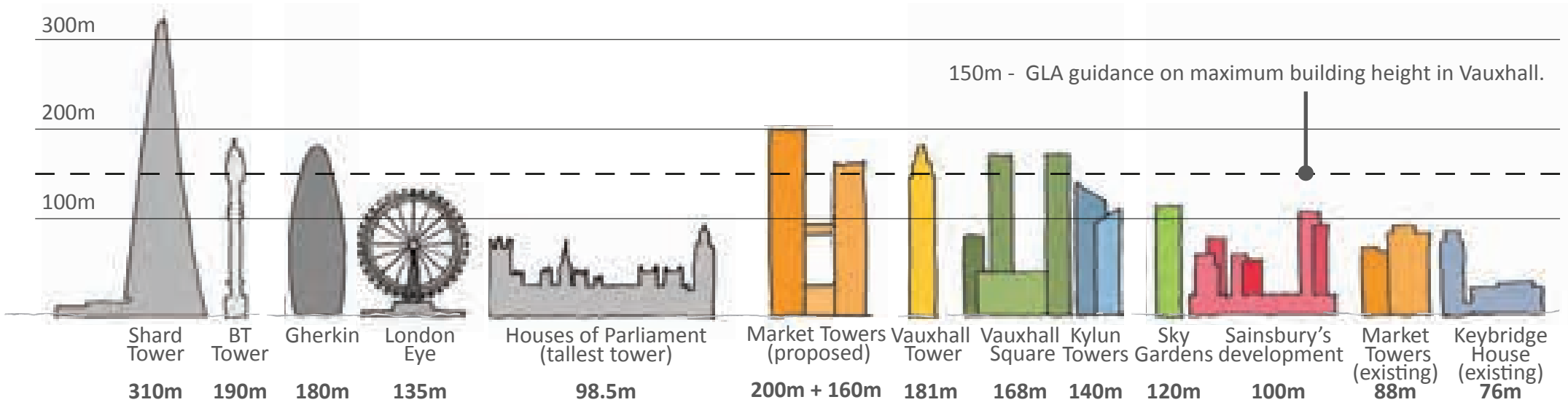


Figure 4.95. Tall buildings comparisons

4.10 A Good Transport Experience

Principle 10

An improved experience for people using public transport and walking and cycling in the area, 'Going Dutch'. Maintain the effective transport interchange with simplified road junctions and crossings, reconfiguring the bus station and bus movements in the area, whilst anticipating future two way streets.

4.10.1 The area covered by the SPD generally has exceptional public transport accessibility except to the north and east of Lambeth High Street where it reduces to a moderate level. It is therefore considered that the need for people to travel by car is reduced because of the availability of other options such as bus, train and Underground services. However, public transport improvements must benefit all residents living locally. The area is not currently as pedestrian and cycle friendly as it should be and significant improvements to encourage more walking and cycling are essential if dependence on car travel is to be reduced.

Public transport

4.10.2 The OAPF states that improvements are needed to the strategic transport network to enable the level of development proposed within the OAPF to be delivered. This includes an extension to the Northern Line (NLE) from Kennington to Battersea Power Station which will provide significant additional public transport capacity from around 2018-2019 but must form part of a wider package of strategic transport improvements that will include additional capacity on the bus network, measures to encourage cycling and walking, increased capacity at Vauxhall Underground station, and improved national rail infrastructure and services. Increased capacity on the bus network will be required in the short term until the NLE is opened. This should take the form of increased frequency on existing routes as well as the possibility of new routes. This should include routes on all strategic roads including Wandsworth Road, but also improve east-west links.

4.10.3 The NLE will provide enough additional public transport capacity to cater for additional trips generated by the proposed new developments. A station is proposed on the corner of Wandsworth Road and Pascal Street which will provide access for people living and working close to Vauxhall, as well as providing an alternative to the Victoria Line and relief for Vauxhall station. It will also allow interchange with bus routes. This station will be fully accessible and provide adequate capacity for the predicted number of passengers. New connections will link it to the surrounding areas including a high profile frontage to Wandsworth Road. Consideration must be given to likely impacts on townscape and residential



South Lambeth Road



Wandsworth Road



Viaduct, Wandsworth Road



Wandsworth Road

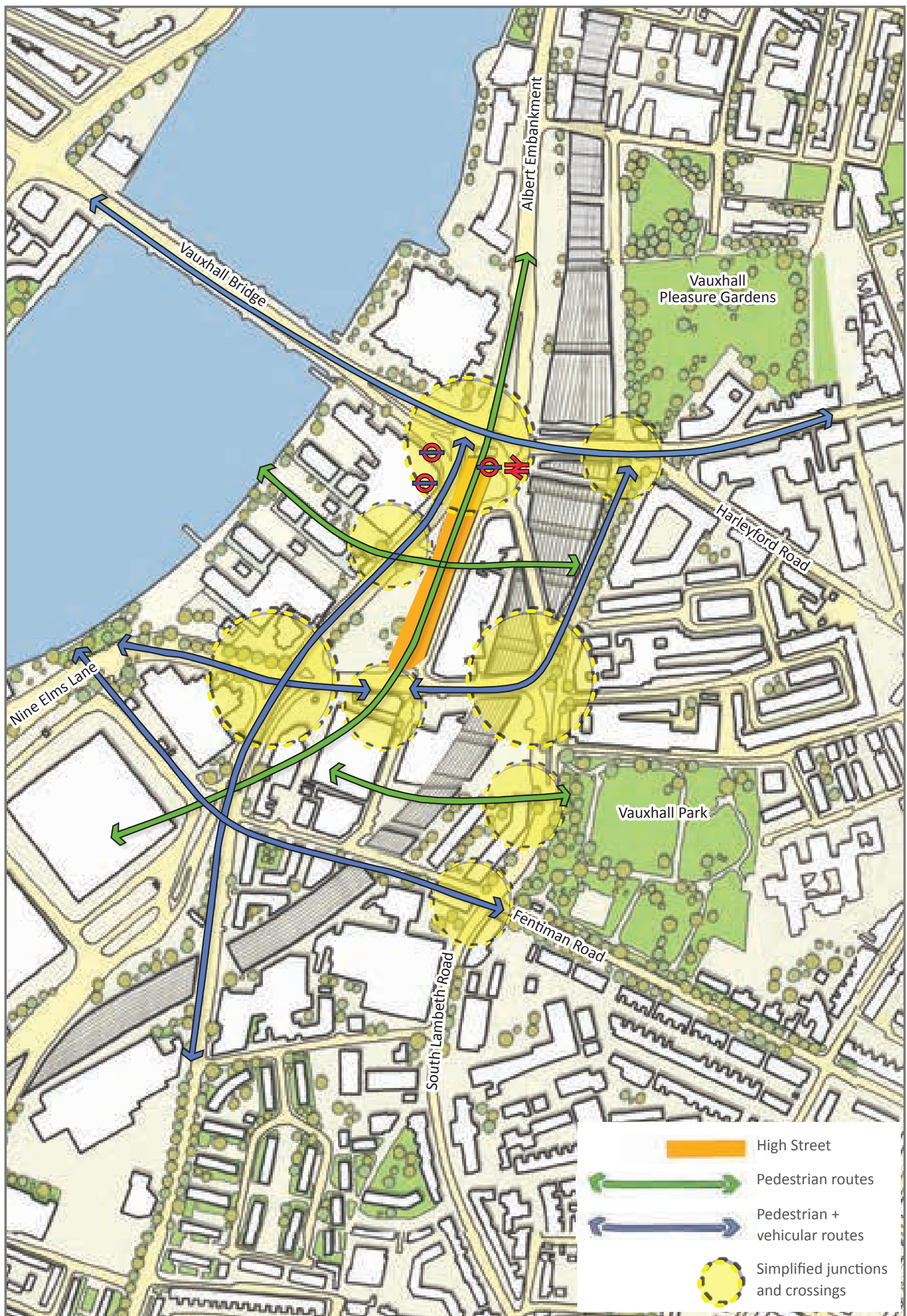


Figure 4.10.1. Improved routes



4.10

amenity, with the station and ventilation shafts designed to the highest quality and noise and vibration minimised during construction.

4.10.4 The NLE must be fully integrated with the rest of the Northern Line and enhance its operation, especially given existing concerns about capacity and crowding. The extension will lead to more passengers interchanging between branches at Kennington Station as a result of the separation of the Bank and Charing Cross branches north of this station. Kennington Station must be “fit for purpose” to ensure that additional interchange can be accommodated safely. Similarly, it must be ensured that the additional passengers can be accommodated on both branches north of Kennington without leading to additional crowding on trains. Further investigation of these issues is underway.

4.10.5 Vauxhall Underground station currently provides the only link to the Underground in the OAPF area. It suffers from congestion at peak times and entry is often restricted in the morning peak. Although the opening of the NLE will provide an alternative to the Victoria Line it is still expected to be busy, being the nearest access to the Underground for people living around Vauxhall Cross and Albert Embankment, as well as those interchanging with rail and bus services. Provision of step-free access to the platforms is difficult due to below ground constraints, which are also likely to prevent the addition of more escalators. It is expected, however, that improvements will be made to the ticket hall to improve capacity.

4.10.6 The NLE and other improvements to public transport infrastructure and services will be required to accommodate the additional journeys from all new developments. Developers will, therefore, be expected to contribute towards strategic public transport improvements in order to maintain and enhance accessibility. The cumulative impact of major developments in the Opportunity Area means that even if a single development itself will not cause capacity to be reached, it will contribute incrementally and therefore a contribution will still be required.

4.10.7 The community has provided a clear view that the gyratory should be transformed as part of this new wave of investment and change in Vauxhall. Detailed work with TfL and bus operators will identify agreed incremental steps towards this goal which will allow for practical and workable solutions at every stage before leading to the next. These discussions are underway and it is anticipated that subsequent versions of this SPD will be updated with the detail as it is assessed and agreed. This is described further below.

4.10.8 An effective transport interchange with simplified road junctions and crossings will be created by reconfiguring the bus station and bus movements in the area. In tandem, significantly reducing the number of road crossings will achieve a profound shift in place-making terms, concentrating movements along natural desire lines.

4.10.9 The function of the bus station is retained in order to ensure that effective interchange is ensured but the form is re-modelled with the canopy removed. The bus stops and stands are repositioned to allow the introduction of the High Street, improved public realm, and connectivity with surrounding areas. The majority of stops will be retained on Bondway but a small number may be relocated to other streets in the immediate vicinity, and further study into the interchange is being commissioned to ensure that the impact on services is minimised. Whilst the Council acknowledges the benefit of the interchange as it currently exists, it considers that the wider public realm benefits which would result, outweigh the minimal impacts on interchanging passengers. There should, however, be no loss of capacity of either bus stops or stands and current bus routing arrangements should be improved. The outcome will be to significantly reduce the total distances travelled by buses through Vauxhall and improve the convenience of using this mode of transport.

4.10.10 New entrances to the underground and rail stations will fit within the re-established street pattern and be located to ensure that pedestrians are oriented towards the new High Street to underpin its vitality.

4.10.11 In order to support the regeneration of the Vauxhall area, developers will be required to contribute towards transport infrastructure, services and capacity including the following:

- Improvements to Vauxhall Underground and National Rail Station access.
- Improvements to Vauxhall Underground and National Rail Station capacity.
- Enhancement of the quality of interchange between modes in Vauxhall Cross.
- Increased frequency of buses and new additional bus services.
- Additional bus standing space.

Pedestrians

4.10.12 The other principles in this SPD set out clearly the improvements to the public realm and pedestrian experience that are essential to making growth in Vauxhall a success. Developers will be expected to contribute towards strategic improvements that encourage more pedestrian trips, including work and leisure trips, that reduce the need for people to own and use cars. This will include links to public transport nodes such as Vauxhall interchange, other bus stops, cycle hire docking stations and river services, as well as other popular destinations such as schools and other community facilities reflecting existing and proposed desire lines. Consideration also needs to be given to minimising pedestrian/cycle conflicts in areas of shared space.

Cycling

4.10.13 Cycling should be a preferred means of travel for short trips, especially given that this area is relatively flat. The Mayor has proposed that this area will “Go Dutch” and meet Dutch cycling design principles. Routes should be safe and direct with a coherent cycle network that provides safe routes for everyone. Existing routes are not necessarily the best that could be provided and should be reviewed, which may mean providing different routes for commuters and leisure cyclists. Appropriate levels of cycle parking should be provided at destinations these routes, such as parks, shops, etc. The introduction of a Cycle Superhighway at Vauxhall is welcomed, and should be integrated into future proposals for the gyratory.

4.10.14 Developers will be expected to contribute towards the improvement of existing cycle routes and, if appropriate, the provision of new routes or links to existing routes.

4.10.15 The London Plan contains minimum cycle parking standards and the Council expects that cycle parking in all new development will be provided to at least this level. All “long stay” cycle parking, including that in residential and commercial development, is expected to be covered, secure, and easily accessible. Where cycle parking is provided in basements or other internal areas, the parking is to be split into smaller secure areas and the type of stands provided are to be accessible by all. Wall mounted stands are discouraged unless they only provide a small percentage of the overall provision. “Short stay” cycle parking for visitors is to be provided in adequate numbers where needed, especially close to popular destinations.

4.10.16 TFL is continuing to expand the Cycle Hire network and a number of docking stations are already provided within the SPD area. New development will be expected to contribute towards the ongoing expansion through the provision of new docking stations or expansion of existing docking stations as appropriate and in discussion with TFL.

River Transport

4.10.17 The river is currently an underused means of travel and increased use of river services to central London will complement existing bus and Underground services. A pier has been provided at St George Wharf and a new pier is proposed at Battersea Power Station. These should be provided with increased regular services into central London and be integrated into the existing transport system, being clearly signposted. The river as a means of removing construction spoil is preferred.

Roads and Traffic

4.10.18 The gyratory is an important location in the strategic road network and as such the future delivery of two-way roads will require a re-assessment of priorities which currently favour the car. In order to create a new district centre and sense of place at Vauxhall it will be necessary to shift priorities from the movement of private motor cars to the movement of pedestrians and cyclists and this is supported by Lambeth’s Transport Plan which places walking, cycling and buses at the top of a road user hierarchy. Prioritisation by TfL of Mayoral objectives that promote similar aims will be required.

4.10.19 Given the complexity of delivery, and funding requirements, it is expected that the return to two-way roads will need to be delivered in stages. To achieve this goal, developers will contribute to the public realm and highway infrastructure improvements through site specific highway/public realm works and/or financial contributions towards other works such as the introduction of more at-grade pedestrian crossings. Such short and medium term improvements will contribute to this long term objective.

4.10.20 Recent traffic modelling undertaken by TfL indicates that a reduction in current traffic levels will be required to realise the Council's goal of removing the gyratory. The Mayors Transport Strategy (MTS) proposes changes to mode share by 2031 including increases in cycling, walking and public transport and a consequent reduction of 6% in private motorised transport. It does recognise, however, that the car will continue to have a role to play for journeys that cannot be efficiently be catered for by public transport, walking or cycling. Traffic that may be displaced by proposals for the gyratory should not be displaced onto surrounding residential streets and further investigation will be required to ensure that this does not occur. This may require the introduction of complementary traffic management measures.

4.10.21 This proposed reduction in private motorised transport should be seen as an opportunity to test the viability of removing the gyratory and in order to achieve this all development proposals must demonstrate that they will have reduced or at the most a neutral traffic impact. It is expected that travel plans and other measures will be produced to support all major development proposals with the aim of shifting modal share in favour of public transport, cycling and walking.

4.10.22 Improvements to Albert Embankment, Wandsworth Road, and other major roads, including narrowing of the carriageway, pedestrian and cycle improvements, and better bus facilities are required. Contributions or site specific highway works will be sought from developers towards these works.

Parking

4.10.23 The Council expects all developments to be in accordance with the parking standards set out in the London Plan. However, given the high PTAL of the SPD area and the availability of modes of travel other than the private car the Council would prefer all developments to be car-free. Essential operational parking for commercial developments and disabled parking may be provided. If additional on-site parking is to be provided then exceptional circumstances will need to be demonstrated.

4.10.24 The OAPF states that across the OA area a maximum ratio of 0.25 parking spaces per residential unit is expected. The council supports this aim and therefore will ensure that parking provision for new developments contributes towards this, as well as being in line with London Plan standards. Promotion of sustainable travel is essential if the aim of removing the gyratory is to be achieved and the promotion of car-free developments is a key supporting policy.

4.10.25 It is expected that new development will include provision for car clubs both in terms of parking bays either on or off-site as well as a package to encourage new members such as free memberships.

Servicing

4.10.26 All servicing needs of new developments should be provided off-street provided that the site is large enough to accommodate it without leading to unacceptable impacts on highway safety or public realm. In certain cases, on-street servicing may be allowed and developers will be expected to substantiate any applications for this. Proposals that would have an unacceptable impact on road safety, parking or bus movement will not be supported.

Impact of New Development

4.10.27 All major new developments in the SPD area will need to be supported by Transport Statements or Assessments. These will include a commitment to provide travel plans for all major new developments, as well as other infrastructure in order to promote sustainable travel.



Figure 4.10.2. Barclays Cycle Hire docking station