

5.13 RETAIL, TOURISM AND CULTURAL

TOURISM, CULTURE, LEISURE AND COMMUNITY USE

The Masterplan proposes to retain the tourism and culture uses within its boundaries (the Beefeater Gin Distillery and Gasworks Gallery). The Masterplan would enhance the setting of these uses through the creation of high-quality public realm and built environment with improved connections by creation of Phoenix Street.

The retention of Gas Holder No.1 would reinforce the Gasworks Gallery’s connection to the site’s heritage.

As discussed above, floorspace is also proposed for the southern part of the Masterplan area for a Class D1 or D2 space within Plot 7, accessed off Woodall Lane. The space could be used as an extension to the Gasworks Gallery (Class D2) or to provide a D1 use such as a nursery or dental/health use if required.

ARTISTS IN RESIDENCE

Research, consultation and a deep engagement place are the usual precursors to artworks and events that successfully celebrate and become meaningful vehicles of memory. The notion of the ‘artist in residence’ or the ‘socially engaged artist’ describes a practice whereby artists immerse themselves in a particular place over a period of time, getting to know its idiosyncrasies, rhythms and the people that live and work there, before creating an artwork in response to that particular context, often with those communities.

Artist residencies emphasise the importance of meaningful and multi-layered cultural exchange and immersion into another culture.

OAKDA represents an opportunity for a curated programme of artist residencies to take place particularly during the removal and/or refurbishment and reconstruction of the Gas Holders. These residencies and the resulting artworks would act as creative farewells to the gasholders as they currently stand.

PERMANENT EMBEDDED ARTWORKS

While Artists in Residence may engage principally with existing communities, permanent public artworks will become symbols of the site’s history for new residents and future generations, as well as developing a significant new identity for the OAKDA.

There are many opportunities for locating permanent, embedded artworks within the Masterplan area. However, a principle location for embedded art could be Gas Holder No. 1, refurbished and reinstated as a key feature of the OAKDA and an enduring legacy of the site’s history. A permanent artwork in this location will support the masterplan’s intention to ensure Gas Holder No. 1 is a welcoming and permeable public space, providing opportunities to interact with the structure in a way that is not currently possible.

This approach may suggest an artist of significant stature whose work responds to the modernist form and function of the gas Holder, such as Rachel Whiteread or Conrad Shawcross.

GASWORKS GALLERY: A DISTINCTIVE ANCHOR

The OAKDA masterplan will develop an open-minded and ambitious relationship with Gasworks to establish mutual aims and objectives for this defining cultural partnership. Opportunities may include:

- Extending Gasworks’ programme of exhibitions, outreach activity and artist residencies through access to new spaces and revenue
- Working with Gasworks’ artists and alumni to commission new public artworks and events that animate the OAKDA public realm
- Working with Gasworks’ participation team to engage local communities in training and creative opportunities
- Marketing and communications activity positioning Gasworks as Oval’s defining cultural anchor

Furthermore OAKDA will enhance the gallery’s surroundings, bring new audiences, increase footfall and deliver supplementary activity that helps Gasworks’ achieve its potential at the heart of a new cultural destination. In so doing it will provide new and existing local communities.

The principle of a hotel in the Masterplan Area would also be an acceptable land use should some of the land come forward for that type of development, and subject to relevant planning policies.



Fire Gardens Battersea



Watertower at MOMO, Rachel Whiteread



Even Better Together Event (running since 2008)

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5.13 GALLERY CASE STUDIES

RIVERLIGHT GALLERY

Berkeley Group’s Riverlight development has encompassed a permanent project space to promote a cultural strategy for the development. The RCA Riverlight Project Space is a partnership between Berkeley Group and the Royal College of Art, London’s leading postgraduate art and design institution who run the gallery. The partnership offers RCA students an opportunity to engage with a public audience and provide a test-bed for their ideas. For local people it is new cultural space to explore and a window into an artist’s practice demonstrating how artwork develops and transforms over a period of time.

Through its location within the Riverlight scheme, StudioRCA supports the long-term animation of Thames Riverside through an annual exhibition programme, igniting Nine Elms on the South Bank as a new cultural district and contributing to London’s wider cultural offer by drawing in the local community, visitors, residents and workers to the area.



CHELSEA FUTURES SPACE - GROSVENOR WATERSIDE

Chelsea Futurespace is a collaboration between Chelsea College of Art and Design and Berkeley Group. It provides a showcase exhibiting space for the alumni and staff of Chelsea College of Art and Design set within Berkeley Group’s Grosvenor Waterside development at Chelsea Bridge.

Chelsea Futurespace is part of the ‘cultural strategy’ for the residential development which also includes a permanent public work by Richard Wilson and artist Clare Wood’s etched metal facades for two buildings. This cultural strategy was approved by Westminster City Council as part of the Section 106 planning consent for the Grosvenor Waterside Development.

Chelsea Futurespace exhibitions have included internationally esteemed artists alongside emerging talents associated with Chelsea College of Art and Design. Exhibitions have included major new projects such as Layla Curtis’s Traceurs commissioned by Westminster City Council and shown as part of the London Festival of Architecture 2008 – a successful example of an arts institution, an arts consultancy, a property developer, a city council, and an artist working seamlessly together.



Photo credit to Ron Bambridge in regards the Chelsea Futurespace images (above and below)



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5.14 SOCIAL INFRASTRUCTURE

RESPONSE

The Masterplan will seek to integrate community uses through the Generator. The Generator and the flexible working space within it, will act as a catalyst for the creation of jobs. The flexible spaces will potentially also accommodate community uses or a possible location for a new town centre library, subject to stakeholder discussions. The community uses could be made available to balance the commercial offering of The Generator.

In addition, OAKDA seeks to introduce flexible community space into the Generator.

The possibility of flexible uses, as shown, should complement and benefit the neighbouring co-working space; individual businesses and the retail element (café), all of which would feed off activity in Gas Holder Place.

As sites come forward within the OAKDA, developers will be required to mitigate any impacts of development by contributing to the Community Infrastructure Levy (CIL) both within the Borough and wider London. CIL is proportionate to the amount of floor space in new developments and is dependent on its use. It is used by the Council to fund infrastructure in the Borough including schools, healthcare and travel infrastructure. A specific use has not been defined as it is subject to detailed stakeholder discussions, but it will evolve through the detailed planning process, however it is anticipated any space would be suitable for Class D1, D2 or other sui generis uses that contribute to social infrastructure.”

DEMOGRAPHICS

The population of Lambeth is expected to grow considerably over the next 25 years. There are various published population projections, which all expect relatively similar levels of growth for Lambeth, ranging from 17% growth (GLA trend long term) to 22% growth (ONS SNPP 2012) between 2012 and 2037.

The population of Oval ward is expected to grow by 58% between 2012 and 2037 and the wider impact area is expected to grow by 34% over the same period. This highlights the impact of planned new developments in this area, particularly the Nine Elms and Vauxhall Opportunity Area.

Based on the findings in the OAKDA Socioeconomic Study, March 2015 and the additional analysis presented here, it is clear that there is a high concentration of young professionals and proportionally fewer families with children living in the area compared to the England average. Please visit www.oakda.co.uk to access the Socioeconomic study prepared by Boyer.

The diagrams set out to the right of this page clearly demonstrate the young demographic make up there is currently in Lambeth and also predicted going forward to 2037. This will be a key driver in the demand for smaller unit types in the residential mix that is delivered in the Masterplan. The demographic mix will also be a determining factor on the demand for school places locally and this will consequently be lower than areas with a higher concentration of families.

The new housing would yield approximately 510 children (aged 0-15 years). The potential impact of this number of children on school places has been assessed. The impact on primary school and secondary school places can be accommodated by existing capacity. There is sufficient capacity for early years provision, although if future analysis undertaken by Lambeth Council identifies further capacity is needed a nursery could be provided within the Masterplan area’s mixed-use employment hub.

The impact of new residents on local health provision has therefore been assessed. The assessment has found that, according to relevant benchmarking, there is capacity for more than 28,000 patients within existing GP surgeries in the area, which is far more than the number of new residents that will live in the Masterplan area. Details of this provision are included in the background Socio-Economic Impact Report.

The Masterplan proposes could create need for additional dental health services in the area. The expected population of 2,500 presents a need for 1.25 dentists in the area. In the absence of published data on the current level of registered patients for the dentists in the area and the amount of capacity, provision has been made in the Masterplan for a potential surgery.

Using a benchmark figure of 50sqm of community floorspace per 1,000 residents, the Masterplan could create demand for 125sqm of community floorspace. There is potential for this to be accommodated within the Masterplan area, although it is acknowledged the proposed space is jointly identified for the potential dentist use referred to above. Should both uses be required, community facilities could be provided off site funded through CIL.

At this stage the final form of community space provided in the Masterplan is not determined and this will be informed by further dialogue with Lambeth and consultation feedback from local residents and stakeholders.

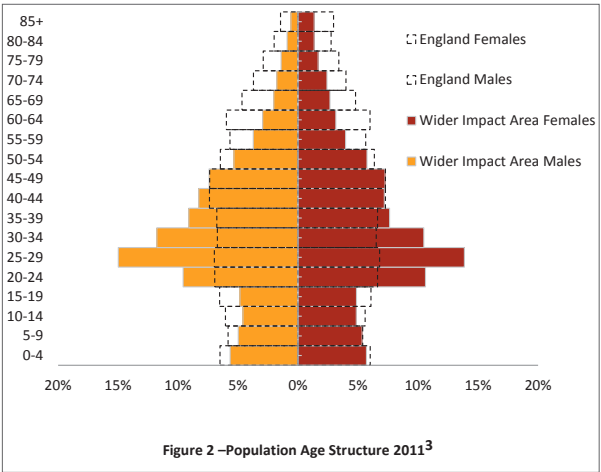


Figure 2 –Population Age Structure 2011³

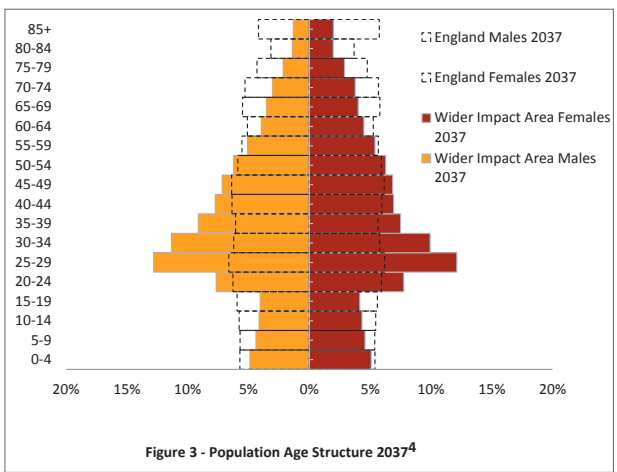


Figure 3 - Population Age Structure 2037⁴

Diagrams from OAKDA Socio-Economic Impact Report, March 2015

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5.15 WASTE

WASTE PROPOSALS

There are three main ways in which the Masterplan can contribute to addressing Lambeth’s waste management obligations; managing waste during construction, dedicated on-site waste management facilities, and how the operation of commercial and residential development minimises its waste generation.

CONSTRUCTION WASTE

Berkeley have a series of commitments which form part of our wider Our Vision strategy for the business, this includes targets and a number of procedures that apply to waste management throughout the production process. Berkeley aims to re-use or recycle at least 90% of construction waste (including excavation and demolition materials) and each project should aspire to send zero waste to landfill. Each site completes a Project Waste Management Plan which considers the waste hierarchy from the outset and the options for waste minimisation, re-use and recycling. The same principles will apply at the OAKDA.

It is clear from the surrounding uses and also the wider aspirations for the Masterplan that the OAKDA is not appropriate for a large scale waste management facility. Nevertheless The Masterplan area can contribute to the increase in the borough’s waste management capacity through providing space for reuse industries within its employment offer.

Potential Waste Uses

Lambeth’s Waste Strategy puts increased emphasis on waste prevention and draws attention to the integral role of community projects in achieving this aim. The GLA in recognition of the benefits that reuse projects provide on environmental, social and economic grounds, has developed a London-wide reuse network. The London Re-use Network (LRN) is made up of reuse projects, including charities, that work together to collect, repair and sell unwanted furniture, appliances and household items, giving them new homes across London. The network of organisations collects mainly furniture, household appliances, and small electrical items. Items are collected, assessed, and whenever possible, repaired or refurbished. They

are then sold from reuse centres across London at affordable prices. Items not suitable for reuse are deconstructed and recycled.

In addition, LRN arranges and provides employment, skills development, training and volunteer opportunities. Many reuse projects in this network are gaining recognition as social enterprises in their own right (see opposite), producing a range of social benefits for the communities in which they work. Several are based within housing associations.

The Masterplan has allocated 2,048sqm of space within the B1c employment offer for uses that promote sustainable waste management or up-cycling of used materials.

Subject to appropriate companies/occupiers making use of the space, the proposed waste management uses would equate to 7.2% of the 2.8ha. of land Lambeth is calculated to need for new waste management uses in order to address the 221,433 tonnes per annum shortfall in waste management capacity.

Consequently, the Masterplan is calculated to be capable of contributing up to 16,196 tonnes per annum of additional waste management capacity through the allocated waste management uses. Capacity will in large be driven by demand for the space by suitable occupiers. The space will be designed to be flexible to accommodate a range of uses.

Lambeth’s waste apportionment in the London Plan is 222,000 tonnes per annum (tpa) by 2036. Lambeth has currently safeguarded waste management and transfer sites for 92,000 tpa, leaving a shortfall of 130,000. This equates to approximately 1.6 hectares of land. The amount of floorspace proposed for waste management uses equates to 6.4% of the 1.6ha of land Lambeth is calculated to need for new waste management uses. Consequently, the masterplan is calculated to be capable of contributing up to 8,098 tonnes per annum of additional waste management capacity through the allocated waste management uses.

ON-SITE WASTE MANAGEMENT

Development proposals from commercial and residential uses within the Masterplan area will be expected to demonstrate exemplar standards of waste management when they come forward for

CASE STUDIES

Bikeworks

Bikeworks is an example of innovative recycling that provides a much wider benefit in terms of reusing and recycling materials and reducing waste. Bikeworks is a charity whose mission is to actively change lives and offer positive experiences using the bicycle and cycling.



Remakery, Brixton

The Remakery is a Community Benefit Society aiming to provide workspace for developing enterprises for reuse and up cycling in the local community and by helping to develop skills and innovation around waste supply chains and making reuse a much more attractive option across the local community.



Twice as Nice, Andover

In 2005, Testway Housing successfully re-launched their Twice as Nice initiative. The scheme’s primary aims are to provide a furniture reuse scheme to allow tenants to access good quality and affordable furniture for their homes to help ease the financial burden of moving into new tenanted accommodation.



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5.15 WASTE

KEY BENEFITS

Key efforts of the masterplan to reduce waste and increase recycling:

- Building design will minimise waste
- High proportions of construction waste recycling on site
- Occupiers encouraged to recycle and re-use waste
- Innovative ‘up-cycling’ uses will help meet Lambeth’s targets.

development. Waste management measures will be designed into the development proposals to help meet The London Plan and Lambeth Local Plan objectives of managing waste by minimising it at its source, reducing the need for off-site waste management facilities. The London Plan is working towards zero biodegradable or recyclable waste to landfill by 2026, and the Masterplan represents an opportunity to set standards in striving towards that target.

As well as prioritising users that promote reuse and recycling of materials, the employment uses in the Masterplan area will be designed to maximise their recycling performance. Spaces will be designed and Waste Management Plans introduced to ensure that targets for recycling are met and exceeded.

ASSESSMENT

The provision of space within the employment-generating uses on the Masterplan area for business and uses that promote reuse of items will contribute

to the increase in the borough’s waste management capacity.

With high quality on-site waste management designed into the buildings, the Masterplan area can also reduce the amount of waste generated, further contributing to increasing waste management capacity. The Masterplan proposals therefore comply with Local Plan policy EN7.

The residential uses represent a particular opportunity for exemplar standards of waste management to be designed into the development proposals to help meet The London Plan and Lambeth Local Plan waste management objectives.

Currently, recycling performance in Lambeth’s blocks of flats and estates is lower than for low-rise properties. High-density urban communities in Lambeth recycle at a rate of between 15%-25%, which is nearly half of what is achieved in low-density properties (38%). There is therefore an opportunity to ensure that the Masterplan area results in standard-setting levels of waste management for flatted development, to achieve a level upwards of 75%.

Recycling and composting levels will exceed the London Plan target of 45% of local authority collected waste by 2015, and will strive to exceed a target of 50% by 2018, exceeding the aims of the London Plan and Lambeth’s Waste Strategy to 2031.

Lambeth’s Waste Strategy acknowledges the significance of education about the importance of waste prevention in ensuring that targets for waste reduction can be reached is education. Consequently a comprehensive Site Waste Management Plan including key information on how residents and businesses can minimise their waste will be expected on all development sites within the area.

Simple strategies include advising residents on how to reduce unwanted mail, which alone could reduce the borough’s overall waste per annum by 80,000 tons if applied widely. Waste aware shopping patterns can be explained to residents, as well as measures to reduce food waste. The Waste Strategy also identifies other measure such as composting which could be incorporated into the Masterplan.

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5.16 COMMERCIAL ASSESSMENT

KEY BENEFITS

- 465% increase in the number of jobs provided in the masterplan.
- Masterplan will support up to 1,430 jobs.
- Range of employment space to be provided including a range of active uses.
- Employment hub The “Generator” to be created to support smaller and medium-sized businesses.
- New employment opportunities for the local area.
- Flexible commercial or cultural space.
- Potential for Hotel use

ASSESSMENT

The Masterplan proposals for employment would provide a purpose-built, planned employment zone, centred around an employment hub – The Generator. It would create a high-quality, flexible environment for working that has the potential to become an employment destination of choice. It would allow the employment offer in the Masterplan area to operate at a level commensurate with its location and accessibility.

The new employment space would offer a range accommodation types, flexibly designed to adapt to the market and to be attractive to a variety of occupiers. It would be particularly suited to small and medium-sized enterprises, and is likely to attract workers and businesses from the local area who tend to be well-educated, creative and entrepreneurial.

The amount of business floorspace in the Masterplan area would be increased from 14,172sqm to 24,538sqm, an increase of 73% across the Masterplan area, and 99% on the sites that are expected to change during the lifetime of the Plan. The increase in business floorspace will yield a capacity of 1,142 new jobs across the Masterplan area from B Class uses, which is an increase of 1,063 jobs in B Class uses alone. When other uses are taken into account, such as retail, gym, gallery and leisure or community uses, the total number of jobs deliverable across the Masterplan area is increased from 288 to 1,430

The proposals would therefore comply with London Plan Policy 4.1, by promoting a strong, sustainable and increasingly diverse economy through the provision of an increased amount and range of employment spaces.

It would enable supporting infrastructure to be put in place, through the implementation of The Generator concept or a similar managed workspace arrangement.

Local Plan Policy ED2 is relevant. Policy ED2 is the main Local Plan Policy that supports new development for business uses outside KIBAs. The policy supports new B1 business space on all sites in the borough subject to other Plan policies. The policy protects existing business by resisting the loss without replacement of land or floorspace in business, industrial or storage use. The policy also supports mixed-use development that includes housing, work-live or another mix of compatible uses where the existing quantity of employment floorspace is replaced or increased.

The Masterplan would significantly increase the amount of business floorspace through a mixed-use development, and would therefore comply with Policy ED2. The Masterplan has been designed to enable commercial and residential elements to be delivered at the same time, also consistent with the policy’s aims.

Local Plan Policy ED3 is relevant because the amount of office space proposed in the Masterplan area exceeds 1,000sqm. The policy supports large office developments in the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity Areas and Brixton and Streatham major town centres. Elsewhere, large office development will be supported only where the scale of the proposal is appropriate to its location and the PTAL level is 4 or above. While the Masterplan area is not within any of the areas identified in the policy, the PTAL of the site is 6a, and there is demand for office space at the location.

The proposals are also consistent with the findings of Lambeth’s Employment Land Review 2013, in terms of the types of employment space proposed. The ELR projects a decline in demand for B1c and B2, an increase in demand for B1a, and an uncertain future for B8 space in the period to 2026.

The Masterplan has responded in accordance with the ELR’s projections, providing a considerable amount of new office space, limited provision of B1c and no new B2 space, and re-provision of the existing B8 use. In the event demand for the B8 use should fall, detailed Plan policies would be sufficient to guide appropriate new uses of the site with policy ED2 ensuring that the amount of space is protected through future development proposals.

The proposals would provide an employment hub (The Generator) that could be subdivided and used as managed space for SMEs. Priority for SME uses could be incorporated into the Masterplan area’s eventual planning brief in the revised Lambeth Local Plan.

There will also be an element of traditional market B1 office space that will attract traditional office occupiers and will provide an anchor and sustainability to The Generator and the wider employment offer on site.

While not currently part of the Masterplan proposals, the Masterplan Area area is also considered suitable for hotel accommodation. It is in an accessible location and near to a number of tourism uses, notably the Kia Oval and Beefeater Distillery.

WIDER ECONOMIC BENEFITS

In addition to the jobs created from new employment-generating space in the Masterplan area, the development would also create construction phase jobs. The GLA suggests that 2 jobs are created per new housing output in London, but he acknowledges this is a likely under-estimate of the total gross impact on employment. There will be a number of further indirect jobs created through the supply chain, and further induced jobs as a result of spend of earnings of those employed via construction or supply chain.

The Masterplan proposals are calculated to create a

total of 5,250 jobs during construction of the housing alone, based on a multiplier of 4.2 jobs per home. There is no convention for calculating jobs created through the construction of commercial developments. Using HM Treasury conventions, the 5,250 temporary jobs during construction can be considered the equivalent of 525 Full Time Equivalent jobs.

The completed Masterplan will support a wide range and significant number of jobs in the maintenance of the buildings, open space and servicing of the completed commercial and residential parts of the site.

Employees in the Masterplan area would contribute to the local economy by spending money during their working day. Day time spend associated with the total number of jobs in the Masterplan area has been calculated using average work day spend published by Visa (£10.59), which yields an annual employee spend of £2.79m in the local economy.

The Masterplan proposals represent sustainable development with respect to employment in the area. They would create a significant increase in the number of jobs and amount of employment and other employment-generating floorspace in the area, enabling the area to make an appropriate contribution to economic sustainability in Lambeth and London. The employment uses would also provide opportunities for new uses to be established which would contribute to Lambeth’s ability to manage its waste, ensuring environmental sustainability.

Other reference material all available online at www.oakda.co.uk:

Employment Assessment by DTZ
Waste Management Assessment by DTZ
‘Cultural Strategy’ by Futurecity
Socioeconomic Study by Boyer Planning

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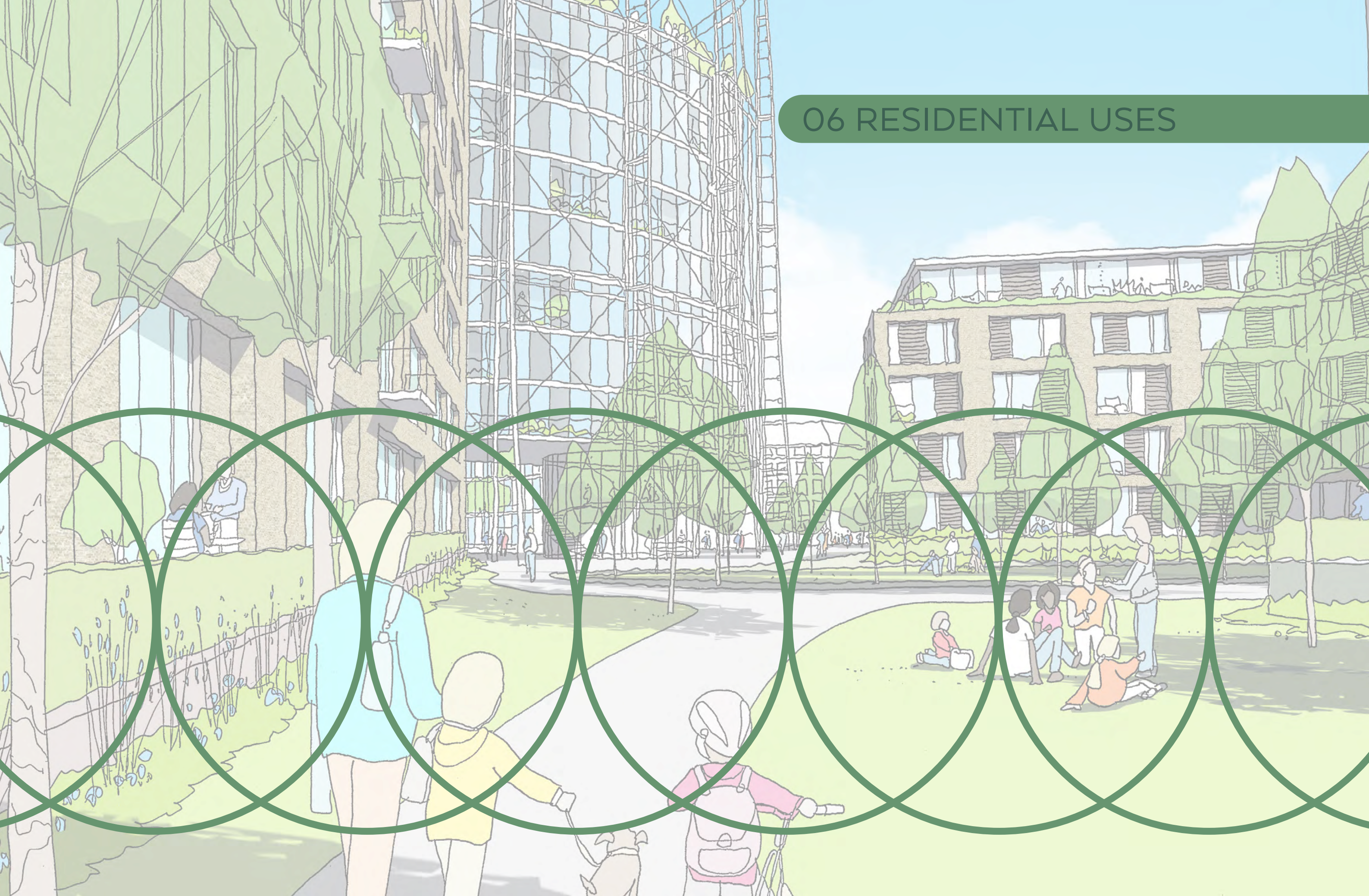
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06 RESIDENTIAL USES



6.1 RESIDENTIAL CONTEXT

As would be expected for an area that is largely designated for employment use only, the Masterplan area contains a small amount of housing; there are approximately 27 dwellings within terraced buildings at 235-247 and 249-259 Kennington Lane and the Masterplan proposal does not support any change to these. The plan to the right shows that residential use is typical of the wider context, and is indeed the predominant land use in the area. Local people told us at consultation that they like the community for its mix of cultures and backgrounds.

There are residential neighbours very close to the Masterplan's southern boundaries, and residential properties directly to the north of the area across Kennington Lane.

The types of housing in the site's vicinity range from single dwellinghouses (e.g. in Montford Place), period terraces originally built as houses but since converted to smaller flats (e.g. on Kennington Lane), mansion-style flats (e.g. Kennington Oval) and purpose-built flats (e.g. Kennington Park Estate).

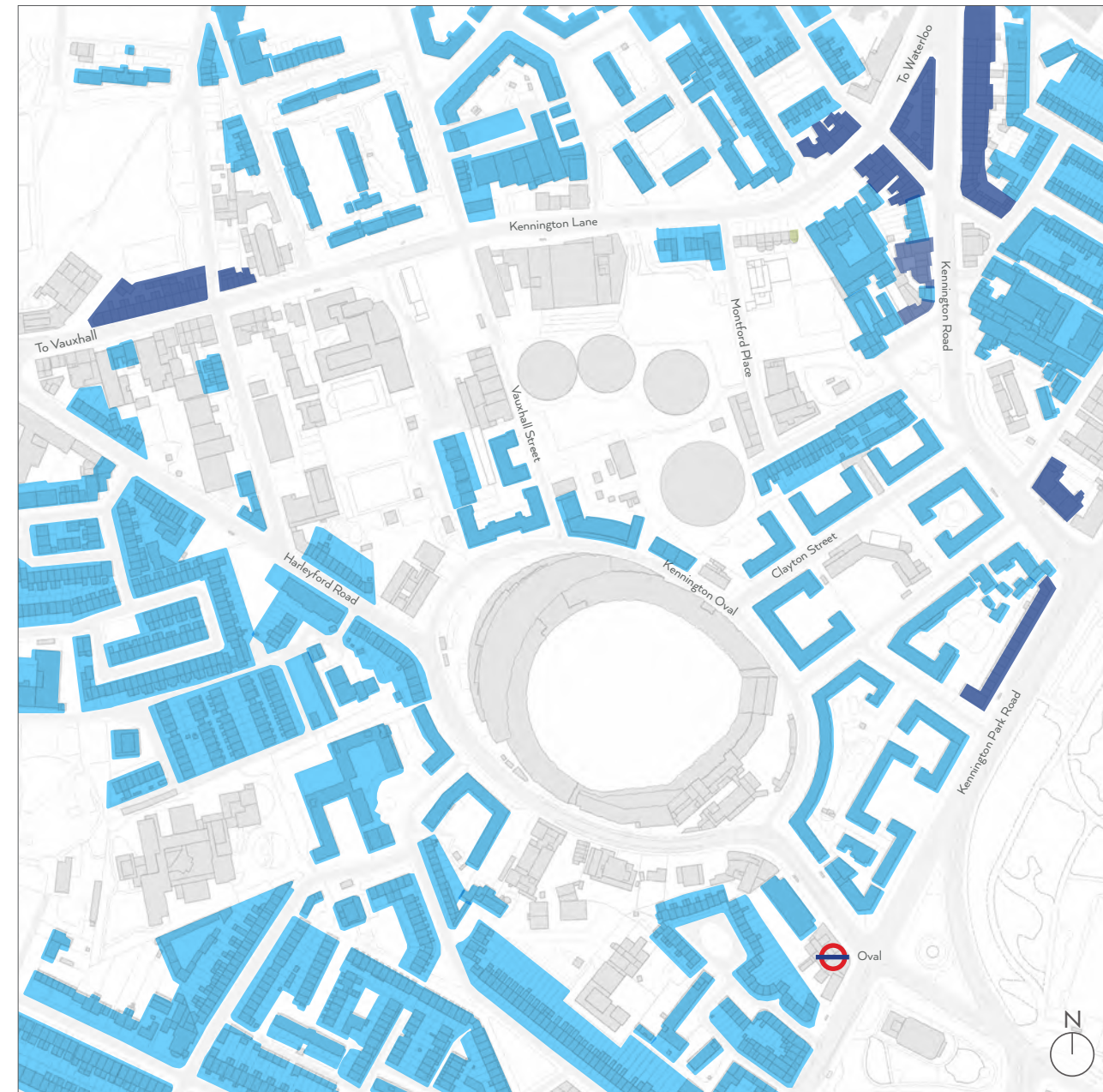
EVIDENCE

There is a relatively low proportion of owner-occupied housing in the area and a relatively high proportion of social rented housing in relation to the borough and London averages. Levels of private renting are also slightly below Lambeth and London averages. An increase in market dwellings in this area would help to achieve a more balanced tenure profile. Further details can be found in the Housing Need Assessment and Socioeconomic Study prepared by Boyer, both online at www.oakda.co.uk.

The presence of the gas holders which are a hazardous installation affects delivery of new housing in the HSE Blast Zone.

CONSULTATION

The provision of more housing was the most commonly cited priority for development in the area for local people. Local people want to see a mix of housing types, with family housing and homes for first-time buyers being the main priorities.



Residential Land Use Surrounding the Masterplan Area

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6.2 HOUSING LAYOUT

SCHEME PROPOSALS

The Masterplan proposes to provide new homes across the site, including on upper floors above commercial uses as indicated on the plan to the right. The Masterplan would deliver up to 1,250 homes. The accompanying Socio-Economic Impact Report by Boyer calculates that this will yield a population of 2,510 people. This would equate to an 73:27 split in the masterplan between residential and commercial floor space.

AFFORDABLE HOUSING

The proportion and tenure split of affordable housing would be in accordance with Local Plan Policy H2. The policy seeks that 40% of new homes are affordable, 70% of which should be for social rent and 30% for intermediate housing. The Masterplan would aspire to achieve these policy targets. The Policy H2 recognises that individual site circumstances including the mix and balance of the community, the characteristics of the site, the type of development proposed and viability of delivery are all considerations in determining the deliverability of the amount and tenure split of affordable housing. These matters would be considered at detailed planning application stage as sites within the Masterplan area come forward for development.

The Masterplan also has the potential to deliver a range of different types of affordable housing. The exact tenures considered most suitable would be determined at detailed planning application stage taking into account the factors above along with the most up-to-date evidence on housing need.

POLICY ON HOUSING MIX

The Masterplan has been designed to enable the mix of dwellings to be compliant with Lambeth’s Local Plan Policy H4, which specifies a preferred mix for affordable dwellings, which is also adhered to for the private dwellings. The preferred mix set out in Policy H4 is as follows:

| Type | Policy | MP Units |
|------------------|--------|----------|
| 1 bedroom units | <20% | 250 |
| 2 bedroom units | 20-50% | 500 |
| 3 bedroom+ units | 40% | 500 |

PROPOSALS FOR HOUSING MIX

The exact mix of dwellings delivered by the Masterplan would be determined at detailed planning application stage as each plot of land within the Masterplan comes forward. It recognises that the borough’s preferred mix of dwellings is informed by the Council’s 2012 Housing Needs Survey and the 2011 South West London Strategic Housing Market Assessment (SHMA) which will be updated during the lifetime of the Plan and could result in a revised preference for dwelling mix.

The policy also recognises that rigid application of these requirements may not be appropriate in all cases. When considering the mix of dwelling sizes appropriate to a development, the council will have regard to individual site circumstances including location, site constraints, viability and the achievement of mixed and balanced communities. In all cases proposals will be expected to demonstrate that the provision of family-sized units has been maximised.

HOUSING STANDARDS

All dwellings would comply with standards set out in the London Housing Design Guide which provides guidance on housing quality matters including dwelling and room sizes, amenity space, internal amenity and the potential impacts on the amenity of adjoining properties.

Potential impacts on adjoining properties have been fully considered in determining the appropriate massing and orientation of the residential blocks, as discussed further in Section 09. Potential daylight and sunlight impacts and overlooking have been considered and the Masterplan proposals designed to ensure that development can be delivered without significant harm to the amenity of neighbours. Detailed assessments will be required for the individual development proposals that come forward in the Masterplan area.

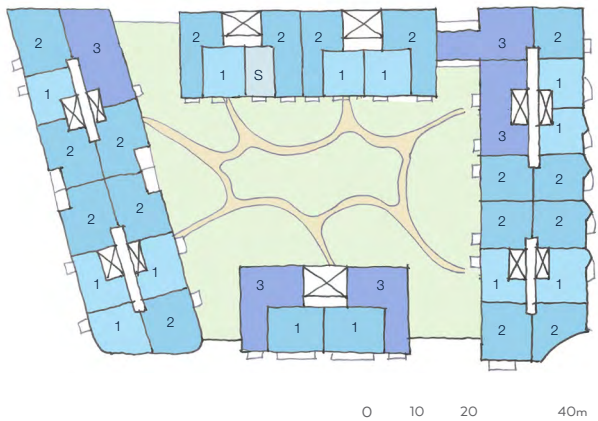
All homes delivered through the Masterplan would comply with Lifetime Homes principles, and 10% would be suitable for occupation by wheelchair users in accordance with policy.



Indicative residential plot layout



Indicative section through an apartment building



Typical Layouts of residential blocks showing mix of dwelling types

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6.3 HOUSING ASSESSMENT

KEY BENEFITS

- Around 1250 high quality new homes.
- Mix of tenures – 40% affordable target.
- Increased activity in a currently under-developed location.

The delivery of 1,250 homes from this Masterplan area, including as many as 500 affordable homes, is a benefit that can only be delivered through mixed-use development. While some homes could, in theory, be delivered on parts of the site not designated as KIBA land (e.g. the land currently occupied by the Tesco foodstore and its car park), its delivery would be limited by a number of factors.

For example, it is likely that the Health and Safety Executive would prevent delivery of housing on the adjoining land due to risks arising from the hazardous gas holders in the KIBA. Even with the hazardous installation removed, which will require a clear sustainable and viable use for the gas works site to justify the required capital expenditure on full decommissioning and remediation, delivery of housing on the Tesco site would also be limited by the need for it to respond to the industrial designation of the adjoining land. This places limitations on massing and limits the potential to deliver homes and jobs.

The potential for delivery of homes on the Tesco site is enhanced by incorporating into a larger Masterplanned Area where separate parcels of land can be integrated to optimise delivery. This is likely to contribute to the reason the Tesco site has not come forward for development despite being identified as a Major Development Opportunity Site for housing in the recently replaced Unitary Development Plan.

The delivery of these homes complies with Strategic and Local policies for new homes. The London Plan acknowledges the desperate need for more homes to accommodate London’s growing population. London Plan Policy 3.3 therefore sets demanding targets for the delivery of housing for each borough. Lambeth Local Plan Policy H1 is consistent with London Plan policy, seeking to maximise the supply of additional homes in the borough to meet and exceed the annual London Plan target.

The policy states the Council will take full advantage of opportunities to deliver sustainable new housing, and in particular affordable housing, including through regeneration strategies.

Lambeth has a very good record of achieving its housing targets, even as they have increased over time. The Masterplan area has not been considered as part of the Council’s Strategic Housing Land Availability Assessment (SHLAA) and is not considered necessary to enable the Council to continue to deliver successfully against its target. Nevertheless, The London Plan and Lambeth Local Plan policies are clear that opportunities to exceed these targets should be taken full advantage of, in order to fulfil the pressing need for housing in London.

London Plan Policy 3.4 states that development should provide the optimum amount of housing possible consistent with public transport accessibility and good design. The policy sets out residential development density ranges appropriate to sites according to their public transport accessibility and location. For the Masterplan Area the policy compliant density is 140-290 dwellings per hectare. The Masterplan would deliver a residential density of approximately 256 dwelling per hectare, complying with the policy and with an opportunity to potentially increase the housing density to ensure efficient use of land in such an accessible location.

This section explains that the target amount and tenure of affordable housing for the Masterplan area complies with Local Plan Policy H2. Similarly, the mix of dwellings in the Masterplan scheme has also been determined by the Lambeth Local Plan Policy H4. It must always be recognised that eventual delivery against these will be subject to a range of factors, and that they should be applied flexibly. But it is nevertheless clear that the Masterplan has been set out to achieve the Council’s policy aspirations in terms of affordable housing delivery and dwelling mix.

As well as meeting affordable housing targets, the delivery of a large number of homes in the Masterplan area has the potential to achieve a more mixed and balanced community and deliver other socio-economic benefits to the area. The 1,250 homes would yield approximately 2,510 people (calculated on the policy-compliant housing mix and split between private and affordable housing)]. The delivery of the housing floorspace would yield approximately £11.6m in Community Infrastructure Levy (CIL) contributions to Lambeth to fund local infrastructure.

The Masterplan proposals for housing therefore addresses the priorities expressed by local people through consultation. Homes for families and first-time buyers would be ensured through policy-compliant housing mix and affordable housing provision. The development would be designed to integrate with the existing community, rather than being gated or segregated, and would encourage use of its public spaces by the wider community. It would create new meeting places, shops and routes where local people would have opportunities to mix, enhancing the sense of community.

The Lambeth Local Plan provides an opportunity for the principles to Policy Q12 relating to refuse and recycling would be adhered to in designing all of the buildings on the Masterplan area, including the residential buildings. This involves providing adequate refuse and recycling and other waste facilities integrated into the design. The residential use would also create economic benefits for the area; the projected annual spend from proposed new households in the Masterplan area would be £37.67m.

The Masterplan proposals demonstrate sustainable development with respect to the provision of new housing. They would enable Lambeth to exceed their housing targets, which is supported by London Plan and Local policy. This social need is met without prejudicing the needs of future generations by ensuring the housing delivered is suitable for people on a range of incomes and family types.

Other reference material:
Socio-Economic Impact Report by Boyer
Employment Advice by DTZ
London Borough of Lambeth Employment Land Review 2013
London Borough of Lambeth KIBA Survey 2012
Waste Management Advice by DTZ
Housing Needs Assessment by Boyer

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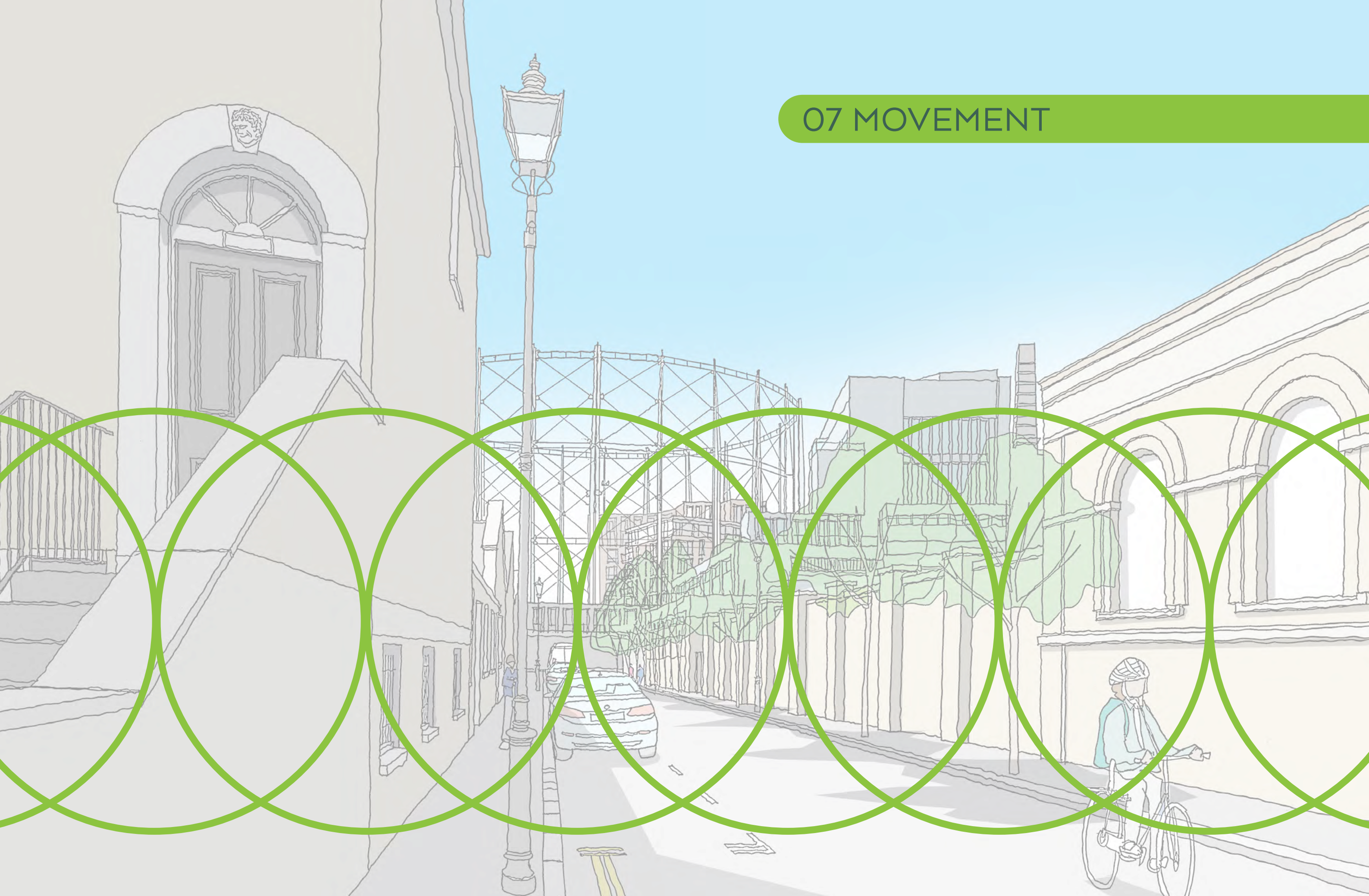
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7.1 STRATEGIC TRANSPORTATION

Oval and Kennington, and specifically the Masterplan area, has excellent access to public transport with underground, National Rail and bus services all within easy reach. The Public Transport Accessibility Level is 6a, putting it among the most accessible locations in London, and making it suitable for mixed-use higher-density development.

EVIDENCE

The following services are all within 800m of the Masterplan area:

- London Underground stations at Oval and Kennington provide access to the Northern Line with services to Charing Cross, Waterloo and the City. Within 5 years this will also run to Nine Elms and Battersea Power station.
- London Underground station at Vauxhall provides access to the Victoria Line with services south to Brixton and north to Oxford Circus and Kings Cross.
- The rail station at Vauxhall provides access to overland services into Waterloo and out to the South West of England.
- Clipper Riverbus access on the South Bank of the Thames at St George's Wharf.
- The area close to the site is served by several bus routes including 36, 185, 436, 155, 333 and 196 with lots more bus services at Vauxhall.
- There are six London Cycle Hire points within 800m of the site.
- The site is close to a Cycle Superhighway No.5 on Kennington Park Road and the planned cycle quietway to Waterloo.

The ready availability of public transport options encourages sustainable modes of transport. The Transport Study that supports this document has found that despite levels of car ownership of 0.40 cars per dwelling in the area, only 6% of peak period trips in the area are by car. The full Transport Study is available online at www.oakda.co.uk.

ROAD NETWORK

The Masterplan area is close to the crossroads of the A202 and A3 which provide direct primary routes through this part of London. Kennington Lane (A3204) represents the northern boundary of the Masterplan area, which connects the two other major roads.

The central London Congestion Zone is located directly to the North of the site to the other side of Kennington Lane.

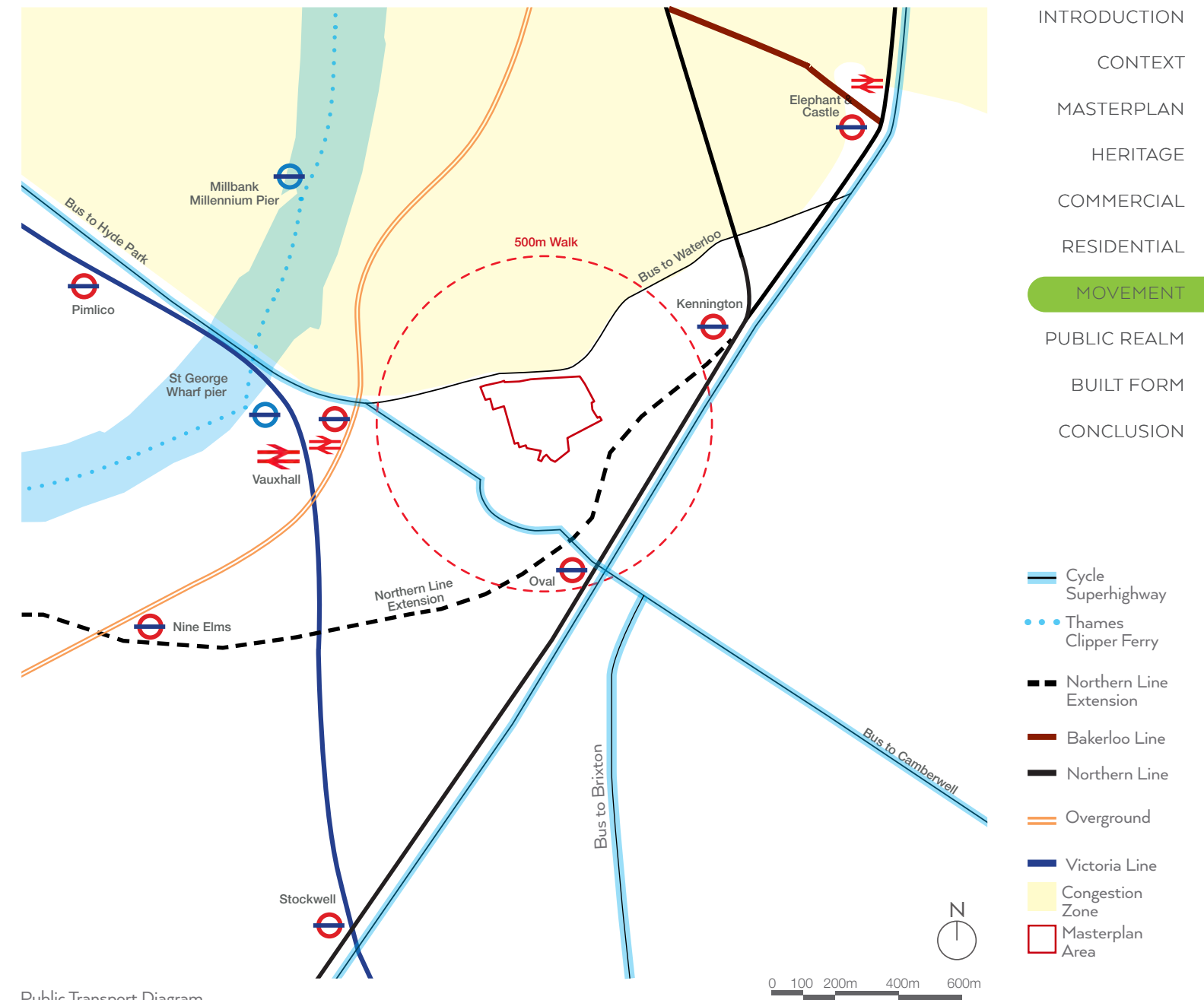
HIGHWAYS AND PUBLIC TRANSPORT IMPROVEMENTS

There are various major infrastructure improvements proposed by TfL for the local area:

- Oval Triangle - Redesign of 4 junctions with Kennington Park Road (Kennington Road, Magee Street, A23 Brixton Road, A202 Harleyford Street) to improve cycle provision and safety.
- Cycle Superhighway 5 - A fully segregated cycle route between Oval and Pimlico, via Vauxhall Bridge.
- Northern Line Extension - Extension of Northern line from Kennington to new stations at Battersea
- Vauxhall Gyratory by 2020.

CONSULTATION

Public consultation revealed that Kennington and Oval's central location and excellent public transport links were one of the best things about the area. However roads and traffic were local people's least-liked aspect of living in Kennington and Oval. Kennington Lane is located on the edge of the congestion zone, making it a rat-run for people avoiding the congestion charge.



Public Transport Diagram

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7.2 EXISTING ACCESS FOR PEDESTRIANS AND CYCLISTS

The Masterplan provides a major opportunity to improve existing pedestrian and cycle routes and to introduce new connections throughout the broader area. Assessment of the current situation makes the potential opportunities more apparent.

EVIDENCE

Aside from Kennington Lane that borders the northern edge of the Masterplan area, other local roads and streets that cross and border the Masterplan area are constrained.

- Vauxhall Street – crosses through the Masterplan area and forms part of its western boundary and links Kennington Lane to Kennington Oval. The street is one-way north-south and also carries a cycle path. The street is not considered suitable for large vehicles with constrained turning access, particularly at its southern junction with Kennington Oval.
- Kennington Oval – represents the southern boundary of the study area, running between the Masterplan area and the Kia Oval Cricket Ground. The street is occasionally closed for sporting events and is not suitable for large vehicles.
- Montford Place – crosses the Masterplan area and forms part of its southern boundary, and includes a 90-degree turn. The street is split into two no through-way roads divided by barriers at its corner. Its northern section provides access from Kennington Lane to commercial uses on the eastern part of the area; its eastern section is a narrow and predominantly residential street. It is not planned to remove the vehicle barrier.

Consequently, Kennington Lane is the primary access point for vehicles, with the northern ends of Vauxhall Street and Montford Place providing suitable secondary access for large vehicles or significant vehicle flows. The southern end of Vauxhall Street, Kennington Oval and the eastern section of Montford Place should not be relied on for increased vehicle flows or large vehicles.

Site access for pedestrians generally coincides with vehicle access points, they are not pedestrian-friendly as they give priority to cars over people. There are no pedestrian routes through the area, making the Masterplan area an impermeable barrier to movement. The perimeters of the site and the existing internal streets provide potential for new site entrances and through routes for pedestrians.

CONSULTATION

The community consider pedestrian through routes as a priority for the area, including safer road crossings. There was overwhelming feedback that development in the Masterplan area should prioritise pedestrians and cyclists over cars. The community particularly want to see a new route running from north to south from Kennington Lane to Kennington Oval, and a new route running east-west from Vauxhall Street to Montford Place.



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- Impermeable areas
- No Pedestrian Entry
- Pedestrian Access Routes
- Masterplan Area

7.3 EXISTING ACCESS FOR VEHICLES

The Masterplan area is accessed by vehicles as follows:

- 1 Primarily via the dedicated existing access point on Kennington Lane which has two lanes for entry and exit.
- 2 Kennington Oval which is very narrow and only leads to the Gas Works Site.
- 3 A set of gates on Vauxhall Street (one way), which is the delivery access point for Tesco, but has no egress, as delivery vehicles continue through the site onto Kennington Lane.
- 4 There is a fourth access point from Montford Place which only accesses the Gas Works Site.

EVIDENCE

Traffic surveys and junction modelling have been undertaken. This indicates that the local highways network junctions currently operate with significant reserve capacity. There is no evidence that the road network is under stress. These results are in the Transport Study available online at www.oakda.co.uk.

CONSULTATION

Local stakeholders made it clear that they did not want to see routes opened up for vehicles that would aid ‘rat-running’ through the area. There was a clear view that the vehicle barrier in Montford Place should not be removed and there should not be a connection from the east-west section from Montford Place for any form of movement.



Access Point 1 - Kennington Lane



Access Point 2 - Kennington Oval



Access Point 3 - Vauxhall Street



Pedestrian Routes and Movement

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7.4 WIDER CONNECTIONS

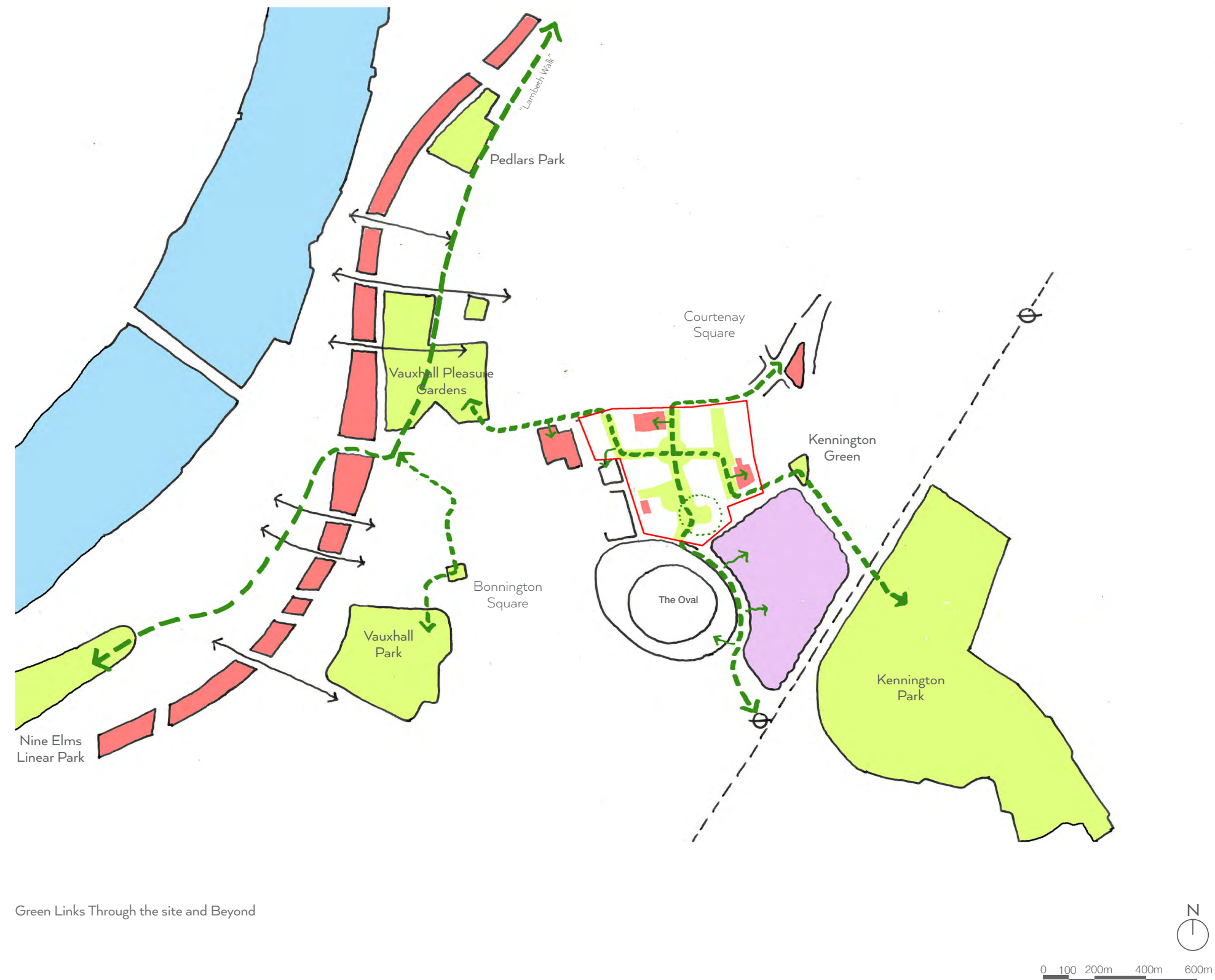
WIDER CONNECTIONS

The way in which the OAKDA masterplan connects with the local area has been a key driver for the design, and this has been re-emphasised following the public consultation.

The site currently forms a barrier to movement through the area, but opening up the site to public access allows better connections to be made between key destinations, and in particular between green spaces in the area.

The concept of 'green links' through an area is a popular one, and suggests that the masterplan should provide high quality, safe and pleasant routes for pedestrians through the site to link to places where people want to go and connecting the existing parks and open space. The character of the routes outside the masterplan area cannot necessarily be controlled but within the masterplan 'greener streets' can be created.

The drawing opposite shows how the site will connect to key destinations in the area, and in the following section is an illustration showing how the routes through the site have been made softer with the addition of more landscaping.



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7.4 PEDESTRIAN AND CYCLIST PRIORITY

PRINCIPLES

In respect of the community's aspirations and the council's road user hierarchy, the primary design objective has been to prioritise pedestrians, with cyclists given the second-highest priority.

While the Masterplan needs to provide for cars and other vehicles for servicing and other requirements, these routes have been designed so they are secondary. Consequently all routes in the Masterplan area will put pedestrians and cyclists first due to the nature of design and management. Access to the Masterplan area for vehicles is minimised to no more than is necessary, and their movement controlled once in the area.

Other key principles that have been considered in designing routes through the site to ensure pedestrian priority include:

- New pedestrian routes should be provided across the site from all directions; north-south as well as east-west.
- Vehicle access points will be from Kennington Lane, the northern ends of Montford Place, Vauxhall Street, and from Kennington Oval.
- Supermarket servicing should be limited to existing roads as far as possible.
- Supermarket customers should access the site from Kennington Lane, and not access deeper into the site.
- Consideration should be given to reduce the supermarket vehicle access from Kennington Lane to a single lane egress to reduce the dominance of the car in this area of the public realm (feasible with the relocation of the pedestrian crossing to the east).
- Consideration should be given to the signalling network along Kennington Lane and the access and egress points to enhance pedestrian safety and freedom of movement.
- Vauxhall Street should remain one-way for vehicles and two-way for cycles.

RESPONSE

The following new routes are provided to facilitate and improve pedestrian movement across the site:

- ① Connect existing site access points at the north and south of the site creating a pedestrian link between Kennington Lane and Kennington Oval.
- ② Create an east-west route between The Foundry and Beefeater Gin Distillery.
- ③ Additional east-west route to connect new central route to Vauxhall Street.
- ④ Possible connection between Vauxhall Street and Oval Way to the west.

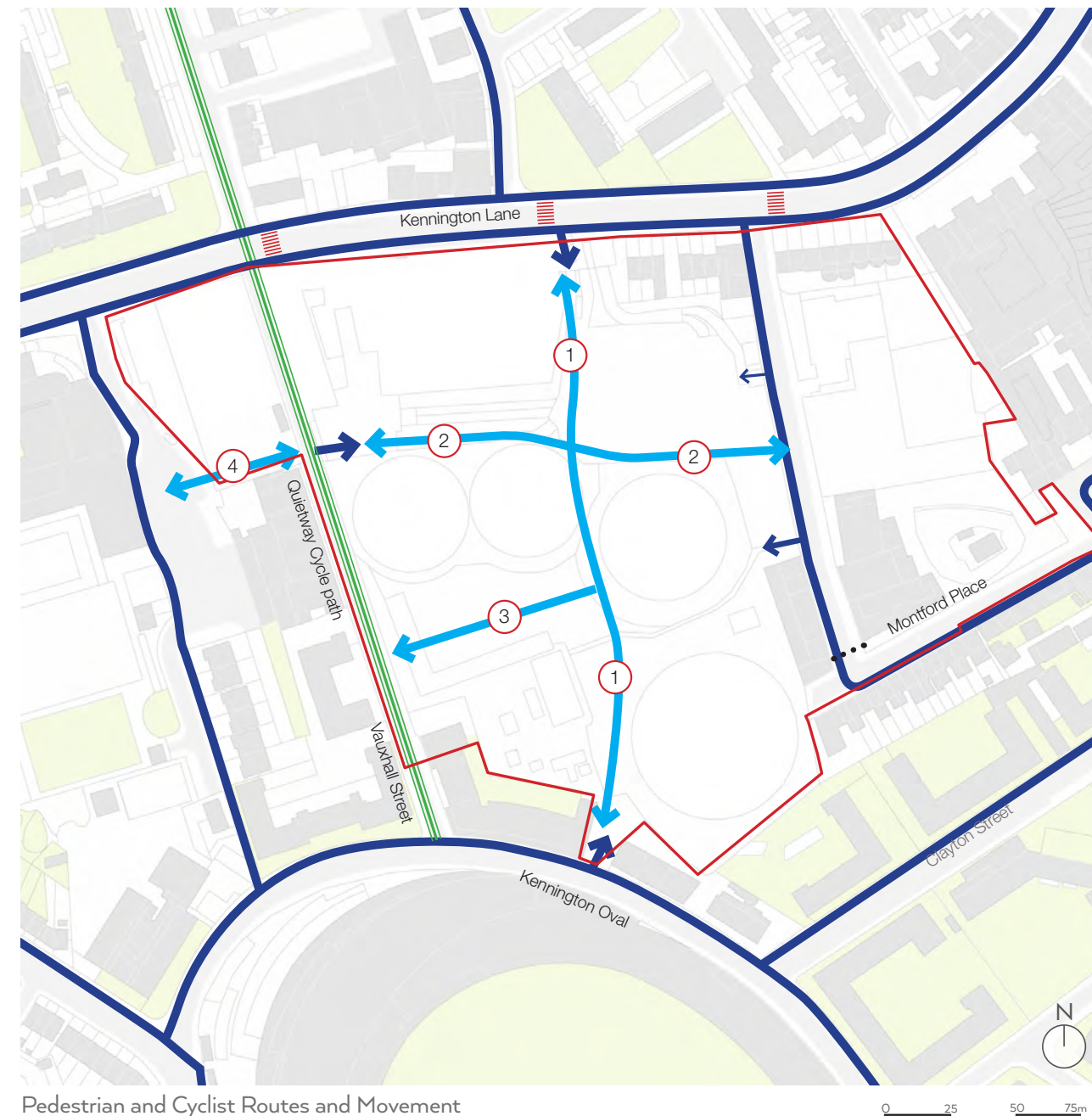
CYCLES

Cycle parking would be provided at a level consistent with the London Plan. For residential uses this equates to one space per studio or one-bedroom unit, and two spaces for all other dwellings, plus one additional space per 40 dwellings for visitors. This amounts to a total of 2,250 spaces for residents and 32 spaces for visitors.

Cycles stores will be provided in a variety of locations, to encourage more people to use bicycles. For regular bike users stores can be located at ground level, close to building entrances, for convenience. For less regular users, these stores could be located in the basement.

One space per 90sqm of employment space would be provided for employees, and one further space provided per 1,000sqm for visitors. From the new employment space, this equates to a total of 182 cycle spaces for employees and a further 19 for visitors.

Although cyclists can cycle through the masterplan area, it is envisaged that these will be leisure cyclists i.e. children and their parents travelling at low speeds, rather than commuter cyclists who will tend to use the much more direct Vauxhall Street Quietway. Signage at the site entrances will direct commuters towards Vauxhall Street.



Pedestrian and Cyclist Routes and Movement

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- ||||| Pedestrian Crossing
- Bollards
- ← New Pedestrian Routes
- ← Existing Pedestrian Routes
- == Cycle Quietway
- Masterplan Area

7.5 CAR ACCESS AND PARKING

VEHICLE ACCESS

Only essential vehicle movements such as deliveries, taxis, servicing and emergency vehicles will be allowed onto the site. Other vehicles, such as private cars owned by residents or by road users will be discouraged from entering or crossing the site by passive control, save for accessing the basement parking areas which will be accessed from entrances very near the site's edges.

Vehicle access routes are split between the northern and southern halves of the area, so vehicles will be prevented from crossing the site from north to south, preventing a rat-run.

Enhancements will be made to the existing streets that run through the Masterplan area (Vauxhall Street and Montford Place) to improve their usability for pedestrians.

PARKING

The Masterplan area would provide a target maximum of 500 residential parking spaces. This would equate to 0.4 spaces per dwelling, which is consistent with the level of car ownership currently found in the area. This recognises that individual planning applications would be subject to London Plan policy.

A further 110 spaces would be provided for the replacement foodstore. There will be a limited number of parking spaces subject to final use allocation, and London Plan policy compliance.

All parking for cars would be in basement car parks. The entrance points for the basement car parks would be located very near the site access points from Kennington Lane (for the foodstore), Montford Place and Kennington Oval (serving the residential parking areas) to minimise the need for cars to drive on the site and to optimise the quality of the environment for pedestrians.

All residents will be offered 1 year memberships to onsite car-clubs

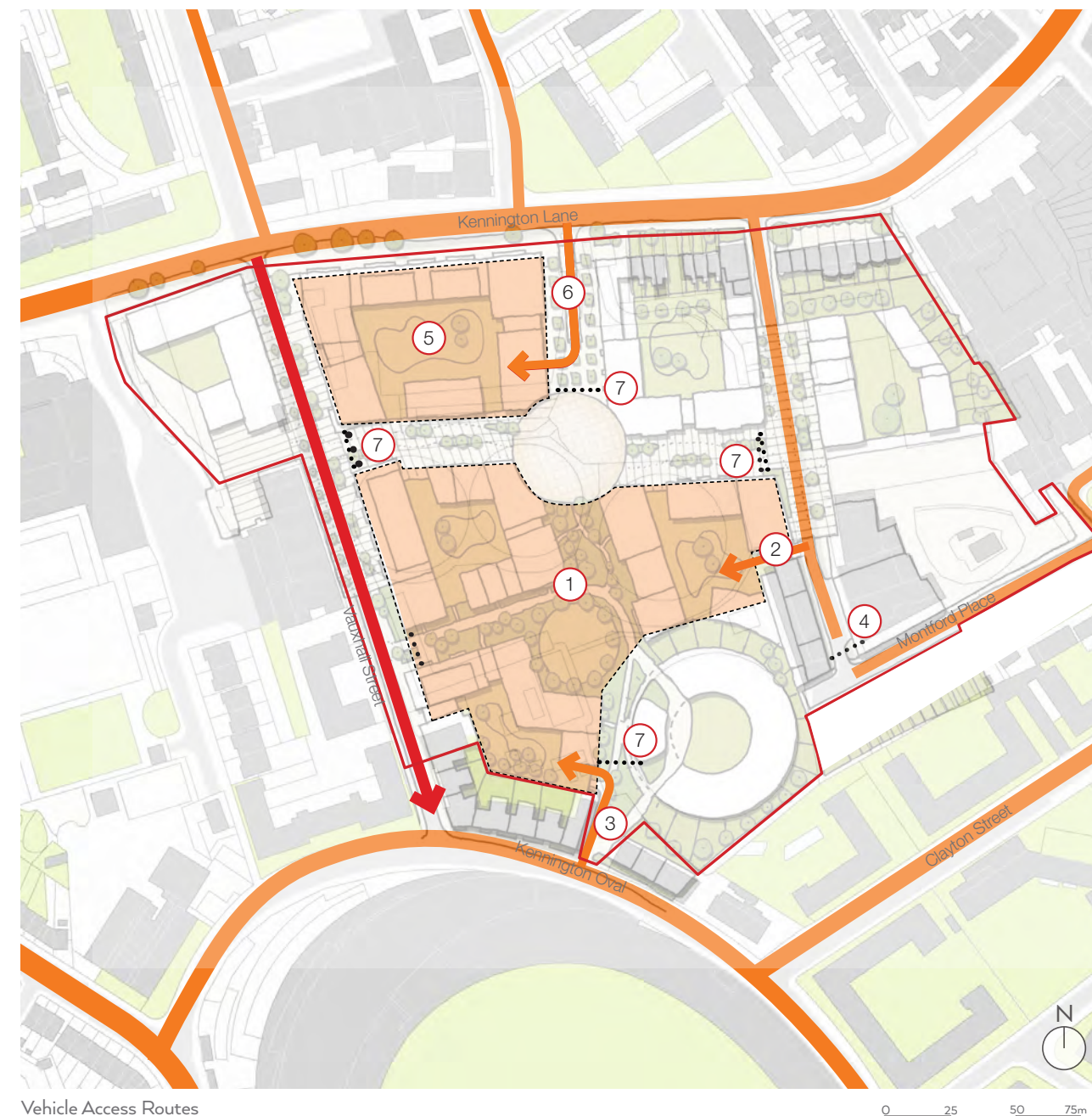
- ① Residential basement car park under Gas Works site.
- ② Primary entrance to residential basement car park (in and out) via Montford Place. Average flow is estimated at 1 car every 2 minutes which is very low.
- ③ Secondary entrance only to residential basement car park via Kennington Oval. Average flow is estimated at 1 car every 2 minutes which is very low.
- ④ No through connection to Montford Place, retention of Montford Place barrier.
- ⑤ Basement car park for foodstore.
- ⑥ Access to basement level foodstore customer car park. Expected peak flows to be circa 100 cars per hour (between 5pm-6pm).
- ⑦ Barriers create active access control to the rest of the site for servicing/emergency only.

The use of private cars will be supplemented with car club provision on site. Residents will be encouraged to join the car clubs and provision will be made for easily accessible parking bays for car club vehicles.

The new public realm within the masterplan area (excluding Vauxhall Street and Montford Place) will be privately owned and maintained by the developers, and will not be adopted by the Local Authority.

Visitor parking

Allowance has been made for parking for visitors to the residential properties. Short stay bay may be available within the masterplan area (these are helpful at night to create activity), but additional spaces will be available within the basement, which resident's visitors can use by prior arrangement.



Vehicle Access Routes

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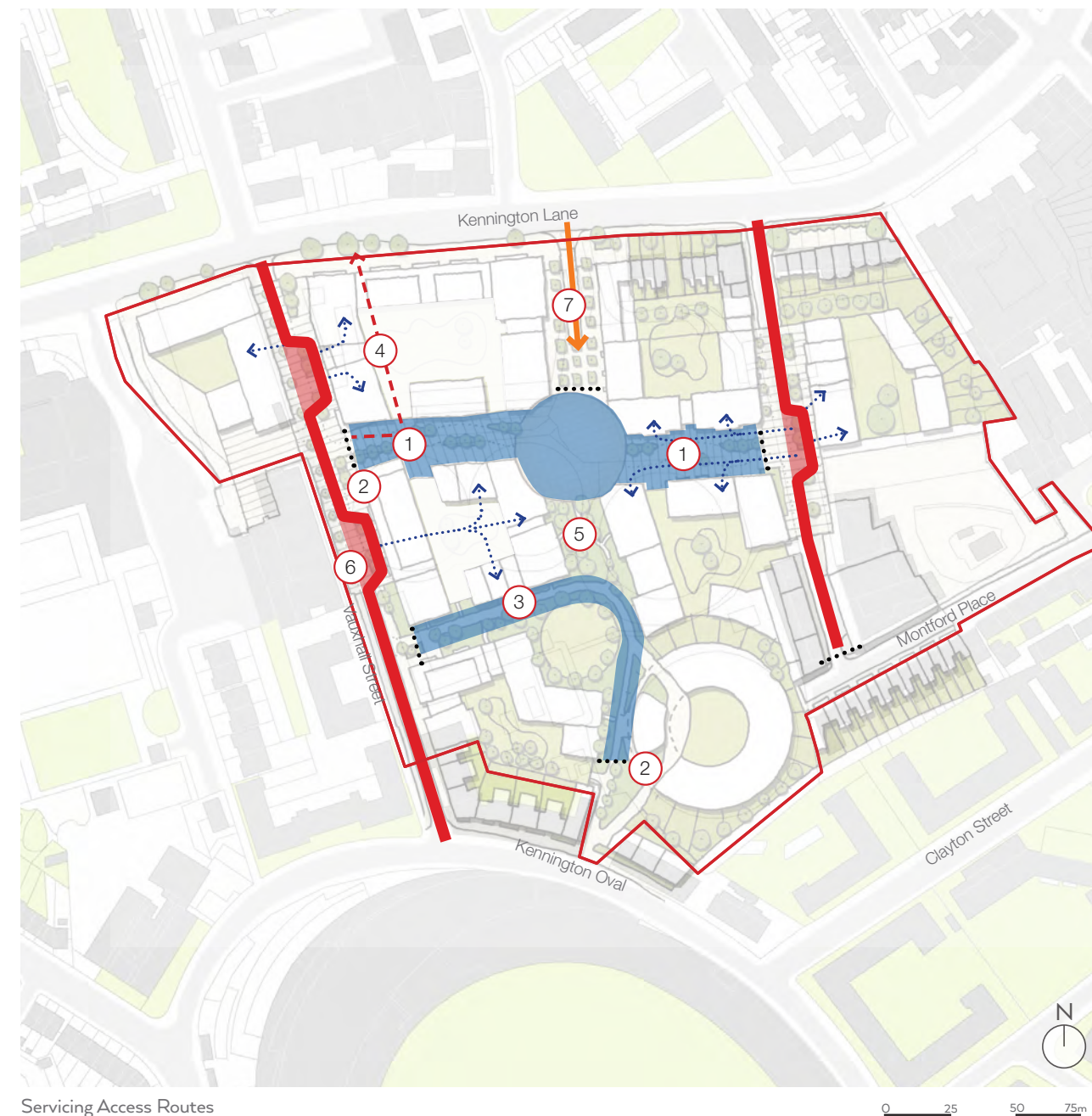
7.6 SERVICING AND ACCESS ROUTES

On-site servicing for commercial activity would be via the pedestrian-priority routes across the site. These routes would be laid out, designed and access-controlled to minimise access to necessary servicing vehicles, their speed and routes would be controlled through passive design measures.

- ① Shared surface, pedestrian priority one-way route for servicing vehicles between Vauxhall Street and Montford Place, provides servicing for residential and employment space. Expected number of vehicles is approximately 10 vehicles per day.
- ② Drop down bollards provide access control for remote concierge.
- ③ Shared surface, pedestrian priority one-way route for servicing vehicles between Kennington Oval and Vauxhall Street and provides servicing for residential. Expected number of vehicles is approximately 3 vehicles per day.
- ④ Servicing for foodstore goods yard, underneath landscaped podium, with access through to Kennington Lane.
- ⑤ Avoidance of a 'rat-run,' by splitting the site into 2 halves, creating passive control. No vehicles will be able to access this part of the site.
- ⑥ Vauxhall Street remains one-way for vehicles, and a two-way 'quietway' for cyclists.
- ⑦ Shared surface, pedestrian priority two-way route for foodstore basement.

The primary routes for commercial servicing vehicles would be Vauxhall Street and Montford Place (north), which will be provided with delivery lay-bys. Both of these streets currently accommodate delivery lorries. Residential servicing will be undertaken internally via Kennington Oval and Montford Place. It is estimated that the number of service vehicles on Vauxhall Street would increase by circa 65 vehicles over the course of a day. The majority of these vehicles will be small vans and taxis and this level of impact is not considered to have a significant impact on Vauxhall Street or the local highways network.

Although service vehicles can be allowed to enter the masterplan site to make deliveries, access will be carefully controlled ie drop down bollards. These will be managed by the site concierge to ensure that the commercial properties remain viable, so that vehicles can create positive activity within the site and also so that quality of the public realm is not compromised.



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7.7 SUCCESSFUL SHARED SPACES

SHARED SURFACES

The use of shared surfaces and controlled vehicle access is a common method of achieving pedestrian priority and active streets in new developments.

The examples on this page illustrate that new developments can achieve successful streetscapes if they include the following features:

- Carefully designed road layout with vehicle control an integral part of the scene streetscape.
- Landscaping features which reinforce the pedestrians priority over vehicles.
- Well integrated facilities for deliveries for both commercial properties and residential properties (refuse and removal lorries) planned into the development from its inception.
- Sufficient parking provided for both residents, commercial uses and visitors.
- Provision of the right balance and mix of uses at ground floor to activate streets.
- Good management to control the flow of vehicles onto the site.

Using active measures of controlling vehicle access to the site, such as drop down bollards, provides a degree of flexibility that allows the flow of vehicles to be adjusted over time. For example, the bollards could be left down at night to allow vehicles onto the site to make the streets safer. More vehicular activity is beneficial at this time, when pedestrian flow through the site is reduced.

CASE STUDIES

The examples on this page have been completed in the last five years, and four of these are Berkeley developments. Berkeley have a tremendous amount of experience in implementing schemes where these pedestrian priority spaces are proposed. Berkeley appreciates that long-term investment in public space is needed both in terms of the management of Vehicles and the maintenance of hard landscaping and soft landscape.

Stanmore Place

Stanmore Place is a predominantly residential development with areas of shared surface and drop-bollard controls for limiting through-traffic to avoid rat runs. This is particularly important for the residential areas of the site where children play within the streetscape. The commercial space is served by a road located away from residential.



Stanmore Place (Berkeley) by GRID Architects

Marine Wharf

Marine Wharf has a dedicated unloading bay on Plough Way, which commercial vehicles will use to make deliveries. Goods will be taken via trolley to the 'local' sized supermarket and small business units which are located further into the site. This avoids commercial vehicles from entering the main residential areas of the development.



Marine Wharf (Berkeley) by GRID Architects

Bermondsey Square

Bermondsey Square contains a mixture of shops, offices and apartments on a neighbourhood scale. It's a venue for the nationally renowned New Caledonian antiques market. Oak benches at either end of the square are designed to pivot to allow controlled vehicular access to the square, for deliveries and the setting up of the market.



Bermondsey Square, by Stephen Marshall Architects

Market Square, Kingston

In this busy public space commercial vehicles are restricted from accessing the square except at certain times. This allows the shoppers around the edges of the square to be successfully serviced at the start/end of the day, whilst securing a vehicle-free environment for the busier periods when there are lots of shoppers.



Kingston Market Square, by Tonkin Liu Architects

Royal Arsenal, Greenwich

This development hosts a monthly market focusing on food produced in Greenwich and the surrounding area. The market is made up of a variety of stalls selling quality and artisan local produce. Access in and out of the site is carefully managed by a series of fireman's gates and a drop barrier at the concierge.



Royal Arsenal (Berkeley) by Allies and Morrison

Imperial Wharf, Fulham

This development hosts an annual Jazz festival using the streets of the development to stage the concert and peripheral events and stalls. Temporary closure of the roads within the development allows this public space to be fully used by jazz fans with vehicles preventing from accessing the site during this time.



Imperial Wharf, Fulham (St George) by Broadway Malyan

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7.8 MOVEMENT ASSESSMENT

KEY BENEFITS

- Masterplan area opened up and integrated with the surrounding neighbourhood.
- Priority given to pedestrian and cycle routes which integrate with the surrounding neighbourhood.
- Large, impermeable Gas Works site opened up for access for the first time in 150 years.
- Sustainable transport encouraged for workers and residents.
- No through routes for vehicles.

Developing the Masterplan area for mixed use, high-density uses is consistent with the London Plan’s strategic approach to transport (Policy 6.1) because it develops land with excellent access to public transport, and thereby encourages use of that transport rather than use of private cars. This is also consistent with Local Plan policy T1 (Sustainable Travel) which promotes a sustainable pattern of development in the borough, minimising the need to travel and reducing dependence on the car.

The Transport Statement that supports this document demonstrates that the Masterplan area can be developed for high-density use without harming local transport capacity and infrastructure, complying with Policy T6.

The development would provide a level of private car parking that is consistent with relevant policy and with existing levels of car ownership in the area. The relevant policies are Local Plan policy T7 and London Plan policy 6.13 which set maximum standards for parking for various uses. For residential uses the London-wide maximum standards are:

| Bedrooms | Parking spaces |
|-----------|----------------------|
| 4 or more | up to 2 per unit |
| 3 | up to 1.5 per unit |
| 1-2 | less than 1 per unit |

In this location, where public transport accessibility is excellent, the policy expects a maximum provision of significantly less than 1 space per unit. The Masterplan will provide 500 spaces, a maximum of 0.4 spaces per unit.

The Masterplan is targeting a maximum provision of residential parking consistent with the existing level of car ownership in the area, of 40%. However it is notable that only 6% of peak period trips from the area are by private car. This demonstrates that while people that live in this area often choose to own a car, they do not necessarily use them for daily commuting. There is no reason to expect residents in the Masterplan area, who have the same access to public transport, to be any more likely to use their cars on a daily or regular basis.

The Masterplan proposals would give rise to significant benefits to freedom of movement and quality of the pedestrian environment in and around the Masterplan area, consistent with Local Plan policies T1 and T2 (Walking) which seeks to improve conditions for pedestrians and make walking safer, quicker, more direct and more attractive. This is also consistent with what the local community want.

The new routes through the site, where shared with necessary vehicle movements, would be designed for pedestrian-priority with minimal vehicle usage. This would enable quicker, enjoyable and more convenient travel through the area, including towards public transport. Policy Q6 relating to public realm supports developments that improve legibility, permeability and convenient access via direct routes for all users (but avoiding alleyways and back lanes). The Masterplan proposals also comply with this policy.

The Masterplan encourages cycling by providing suitable space for cycle parking and improving connectivity to the cycle network including the cycle quietway proposed for Vauxhall Street. It therefore complies with Local Plan Policy T3. Adequate on-site servicing provision is made, complying with Local Plan Policy T8.

The pedestrian priority shared routes would experience very limited vehicle use.

Detailed calculations for the likely vehicle movements through the development are on-going, but with the flexibility of the proposed drop down bollards could result in no vehicle movements (except for emergency access) through the site, or could allow for a limited level of delivery and servicing.

This would still be a very low flow of traffic, and where this is controlled to low speeds, these vehicles will add to the activity and security of the streets in and around the development.

The Masterplan proposals for movement demonstrate sustainable development. The proposals balance the need to deliver jobs and homes with the needs to ensure that the development does not compromise future generations by creating inaccessible or car-dominated development. The proposals encourage use of public transport by being located at a highly accessible location, reducing pressure to develop in less sustainable locations.

Other reference material:

- Transport Statement by Vectos

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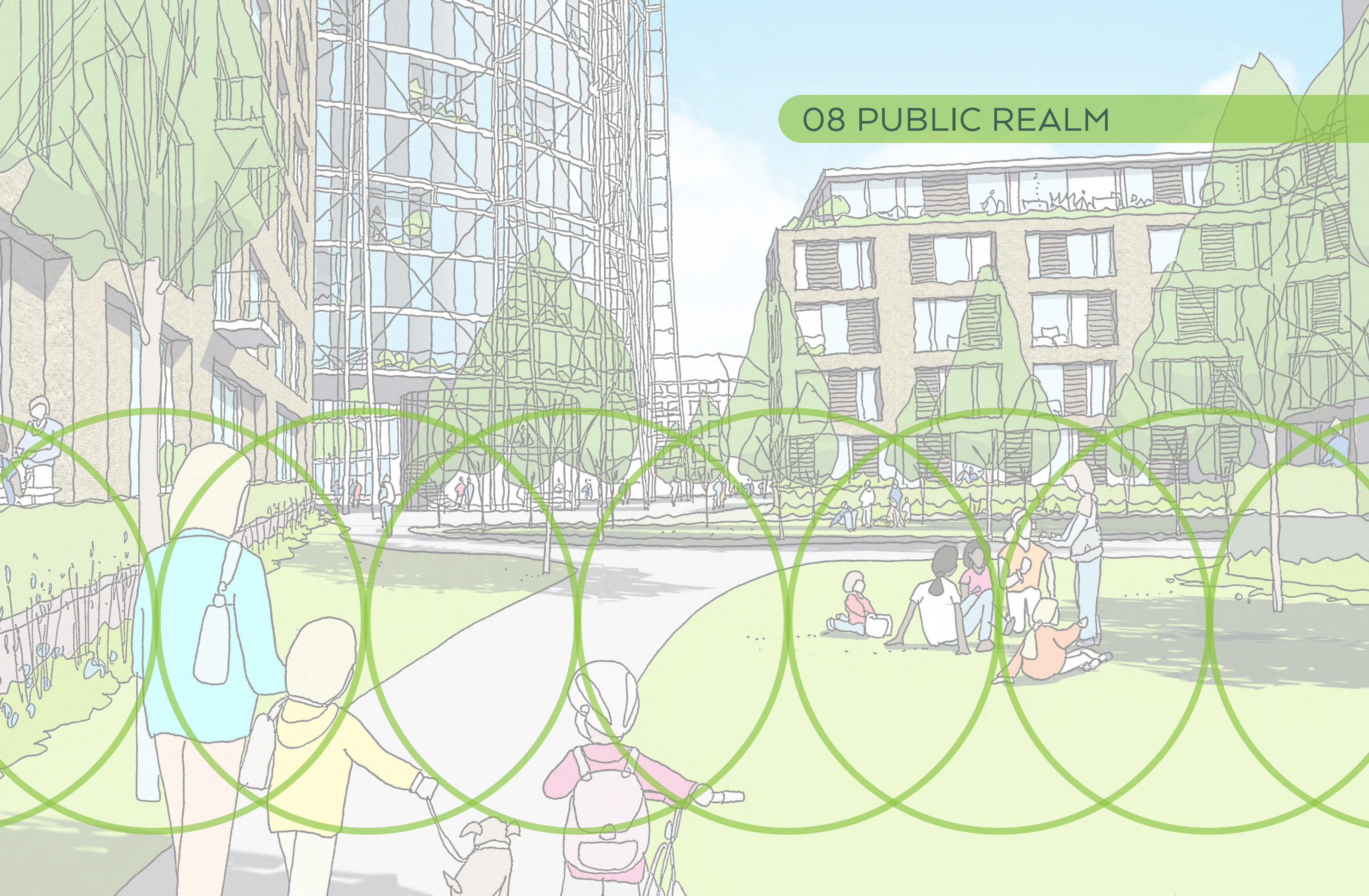
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08 PUBLIC REALM



8.1 OPEN SPACE AND PLAY SPACE

The Masterplan area currently contains no public realm or any open space, save for the publicly accessible streets and the small area of forecourt in front of the Tesco. These areas of public realm do not have any notable amenity value. The site area is predominantly an impermeable area; there is no direct access through it.

EVIDENCE

The wider local area features a good provision of large public parks, of a markedly Victorian character, including Kennington Park, Vauxhall Pleasure Gardens and Vauxhall Park, together with a number of smaller pocket parks and green spaces. These are well used by the local community and offer a wide range of activities and different spaces for recreation. The majority of play opportunities exist in these locations.

By contrast, smaller scale public space is infrequent, with very few areas of seating or inviting places to stop within the streetscape, and large areas of hardstanding in the streets are vacant spaces. Cleaver Square in the Kennington Conservation Area is an exception to this, offering a handsome and well defined public open space with a good deal of flexibility for use.

Lambeth's Open Space Strategy 2013 demonstrates that the borough generally has a wide range/variety of open spaces and recreation which provides amenity space for residents, workers and visitors, and that the Oval and Kennington area is well provided with open space.

PLAY SPACE

Kennington Park features an extensive range of play facilities for different ages. These include a range of sports facilities (tennis, hockey, basketball, table-tennis) and a children's play area for the under-12's.

The newly enhanced Charlie Chaplin Adventure Play Centre offers opportunity of active play for 6-16 year olds. Also notable within Kennington Park are large areas of open fields, and playful features such as water fountains and the nature trail.

Outside of the park facilities, there are limited opportunities for formalised play. A few housing blocks feature equipment within private gardens but there is ample opportunity to develop more playspace within the many quiet and spacious residential roads.

The character of existing areas of open space in the vicinity of the Masterplan area is explored in this section.

CONSULTATION

The community want to see more trees and green spaces in the area, including parks and squares with flexible opportunities for community uses and play spaces for families.



Open Space

0 25 50 100m

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Private Open Space
Public Open Space
Masterplan Area



Bonnington Square



Harleyford Road Community Gardens



Courtenay Square

8.2 LOCAL LANDSCAPE CHARACTER

RESIDENTIAL SQUARES WITHIN THE CONSERVATION AREAS

Residential squares make a distinct and positive visual contribution to the townscape of the surrounding local area, providing physical 'breathing' spaces amongst the regularity of the facades and provide glimpsed views from the nearby thoroughways. These are diverse in character, such as formal pleached-lime bosque of Courtenay Square, and the crescent-shaped patio of Denny Street to the grassy communal circus of Hanover Gardens (CA11). The recently developed Bonnington Square extends the functions of public gardens and notionally reclaims the street for pedestrians and leisure activities.



Courtenay Square

STREET FURNISHINGS AND PUBLIC REALM

Street furniture is principally composed of vehicle deterrents - bollards and barriers creating an unwelcoming public realm. Heritage furniture stands out as the exception, where traditional cast iron bollards and low post-and-chain fencing orders function in a subtle manner. Highly decorative street lamps enhance the composition of a street. There are very few benches situated within the streets themselves. There are numerous instances where wide sections of paving at junctions and along footpaths stand vacant or only serve occasional vehicular turning movements.



Cleaver square

DISTINCT FEATURES AND NEW DEVELOPMENT

A number of characteristic elements contribute to distinguishing the local area. There is a frequency of residential squares and crescent-shaped streets (Denny St, Hanover Gardens, Kennington Oval, Courtenay St) with corresponding facades creating an impressive presence to the street/pedestrian. At the detail level an abundance of decorative architectural metalwork also serves to create an orderly yet lively character that is distinctly urban. There are opportunities to draw from the gas holder ironwork detailing to combine with the established use of metalwork.



Montford Place

FRONT GARDENS

The characteristic shallow front garden margins promote an urban quality to the street-front, often coupled with smart metal railings. Where these 'front gardens' relate in material and scale to the adjacent footpath the whole blends into one harmonious effect, with neither the pedestrian nor the resident feeling out of place to enjoy the beauty and quiet of the street. Such frontage treatments are in stark contrast to the tracts of unused, monotonous lawn surrounding residential blocks, with the visual and functional effect of a moat.



Montford Place

VIEWS AND PEDESTRIAN ROUTES

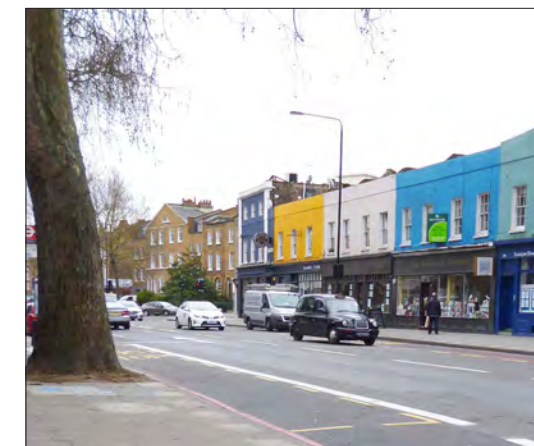
Where no-through roads or dead-ends occur, such instances are enhanced when the road terminates in a focal point. Likewise the multiple views to the gas holders provide a visual landmark to assist local navigation. These private and semi-private thoroughways could serve the streetscape with attractive glimpse views, and foster a sense of place. Aulton Place is a notable pedestrian-only residential street, where the visual appeal and implied security of the street distinctly changes at the portion lined with residential front gardens. St Oswalds Place (CA32) creates a successful pedestrian-friendly atmosphere.



Binfield Road

TREE PLANTING AND LANDSCAPE MATERIALS

The area boasts a large number of London plane trees, along main roads and in the public parks. The scale and rhythm of these make a significant contribution to the busy main roads, softening the streetscape. In the side streets, birch, cherry and hornbeam species are dominant, each providing particular decorative qualities. Landscape materials tend to be from a simple palette, with an abundance of tarmac and concrete flag paving footpaths, often edged with traditional wide granite kerbs. Use of York-stone characterises streets in the conservation areas, with detailing and tree planting edged in split granite setts.



Kennington Road

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8.3 STRATEGY

PUBLIC SPACE STRATEGY

The Masterplan follows design guidance by envisaging a clear division of public realm and private spaces, which provide different types of space for people living and working on the site and those passing through. Public realm can be provided in a number of ways, from parks, to areas of hard surfacing in front of commercial premises that provide for movement or shared space for occasional servicing, to new routes for pedestrians or cyclists.

The Masterplan’s approach to providing public realm and amenity space has been based on a strategy of dividing the site into two character areas; the Commercial Area in the northern part of the site, and the Residential Area in the south. While it is recognised that the northern part of the site will include residential, and there will be commercial presence in some of the southern parts of the site, these broad designations enable strategic decisions to be made on public realm design.

With the exception of Vauxhall Street and Montford Place the public space across the Masterplan will be in private ownership. The intention is not to offer this for adoption by the local authority, but to allow the public realm to be managed and maintained by each land owner. The public access and use of this space would be secured through Section 106 agreement. The managing agents for the development would be responsible for maintaining the soft landscaping, including watering, managing vehicle access, maintaining hard surfaces, including street lighting and managing other activities that could occur such as street markets and other events. The cost of this management would be borne by residents within the development via their annual management charge. There would be no cost to local authority. The design and installation of all elements of the landscape would be coordinated across the Masterplan to ensure that the same materials and plant species continued across site ownership boundaries.



Stanmore Place, London

PRIVATE AMENITY SPACE STRATEGY

Private residential space is important for new dwellings and planning policy requires that this is provided for all dwellings. The strategy will be:

- Balcony or roof terrace space provided to all dwellings.
- Communal private amenity space located within the centre of each plot (at ground level or on top of commercial uses, shared by the residents who live around it.)
- Potential for roof top shared amenity space.
- Access to public space within the site.
- Playable space for under 5’s to be provided in residential courtyards.
- Play spaces provided for under 8’s within the public spaces of the site.
- Possible provision of funds to improve the larger public amenity spaces in the local area.



Bermondsey Square, London

HARD PUBLIC SPACE - COMMERCIAL CHARACTER

The public realm required to support the Commercial Area should be predominantly hard and durable to reflect the functional use of the area. It should have the following character:

- Hard landscaped ‘square’.
- Pedestrian-priority but designed to enable minimum servicing routes through it.
- Interaction between ground floor uses and pedestrians.
- Animation, activity, busy environment.
- Vehicle access for deliveries.
- Paving supplemented with soft landscaping areas to direct routes through the space.
- Provision of infrastructure which can support markets such as an external electrical power supply.

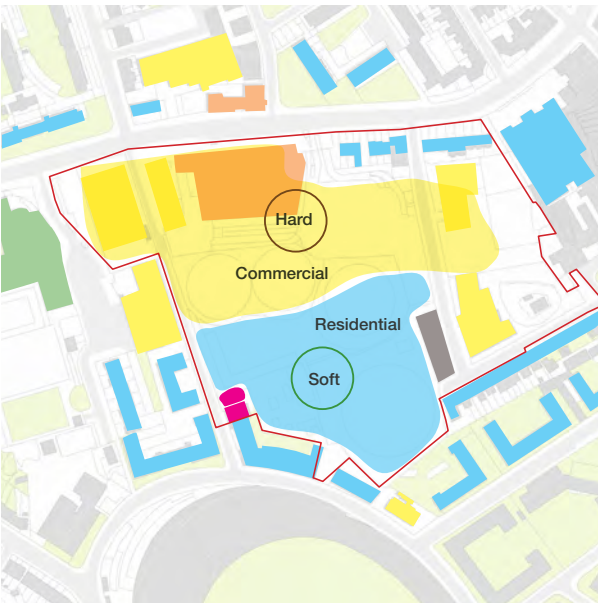


Bonnington Square, London

SOFT PUBLIC SPACE - RESIDENTIAL CHARACTER

The public space required within the predominantly residential area should have the following character:

- Soft landscaped ‘garden’.
- Movement routes pass by it.
- A place for reflection which is quieter and more secluded than the public space.
- Play / Fun.



Public space diagram

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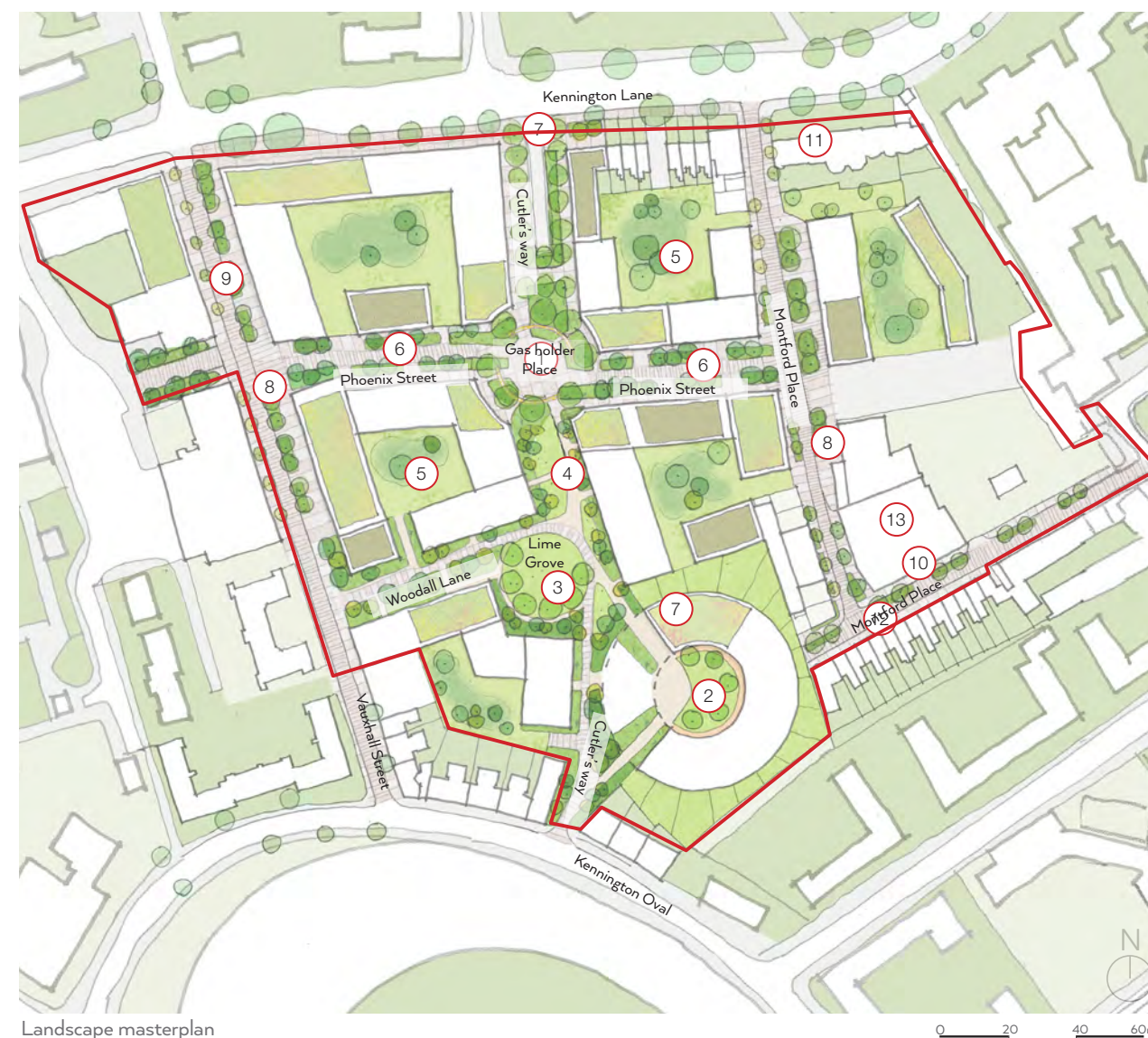
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8.4 LANDSCAPE MASTERPLAN

The landscape masterplan response to public realm is illustrated here.

- ① “Gas Holder Place” – a new public space predominately hardlandscaping but supplemented by planted areas, which could be used for uses such as local markets. It will be designed to be prioritised for pedestrians with occasional use by servicing vehicles which will be speed controlled. Approximately 10 vehicles a day are expected to cross the space.
- ② Landmark gas holder retained with opportunity to provide publicly accessible public realm within the gas holder.
- ③ The southern half of the masterplan features fully landscaped green streets. A new green space is located within this area adjacent to the retained Gas Holder, ‘The Lime Grove’, this is the approximate size of Courtenay Square to the north east of the site.
- ④ There will be pedestrian priority across the Masterplan area but the central zone will be pedestrian only preventing all car access from north to south. In addition this area connects Lime Grove and Gas Holder Place and will provide further green open space and be a transition area between the north and south of the Masterplan area.

- ⑤ Internal courtyards which meet private amenity space standards for residents in all blocks.
- ⑥ Hard landscaped, shared surface, commercial street runs east – west with street trees and planting.
- ⑦ The landscaping draws on the distinctive character and local identity of the area which contributes to the pedestrians journey enhanced by a series of character areas. (See Section 4.8 Journey Through the Site)
- ⑧ Improved connections made to The Foundry and Beefeater Gin Distillery by the new street
- ⑨ Vauxhall Street, a ‘Cycle Quietway’.
- ⑩ No changes to Beefeater Gin Distillery.
- ⑪ No changes to 261-321 Kennington Lane.
- ⑫ No through traffic on Montford Place – (current situation retained,) but improvements made to the public realm.



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8.5 QUANTUM OF OPEN SPACE

The Masterplan leaves more than half of the land in its area undeveloped by buildings, which indicates a generous apportionment of unbuilt space that will contribute to a sense of openness throughout the area.

The Masterplan area will provide a total of approximately c.14,600sqm of public realm space, which includes all public routes and open spaces. Of this area c.4,750sqm is made up of the existing streets that pass through the Masterplan area and the area of forecourt in front of the Tesco supermarket on Kennington Lane. This existing public realm would be enhanced through development by improving the boundaries of the site and providing landscaping improvements to create a more pleasant and amenable experience for people using the streets. It is likely that planning obligations arising from development would also result in enhancements to existing street surfaces and the cycleway on Vauxhall Street.

A total of c.9,850 sqm of new public realm would be created by the Masterplan. This consists of a c.3,200sqm soft landscaped park, a c.1,350sqm hard landscaped hub space and a further c.5,300sqm of publicly accessible routes.

Examples of how these spaces would be landscaped and prioritised for pedestrian use can be found in Section 7 (Movement). Section 4 (Heritage) also illustrates how the site’s heritage could be incorporated into these spaces to further enhance their quality and significance to the location.

The new green spaces and landscaping and trees would provide enhancements for biodiversity. The ecological value of the area has been assessed and found to be very low, and redevelopment represents an opportunity to enhance this considerably.

The residential plots contain private amenity space, in the form of a shared courtyard space in the middle for use by the residents of the surrounding dwellings. This space along with private balconies and roof terraces, will provide all of the amenity space for the residential as required by Lambeth and London Planning policies.



Private Amenity space, Albert Square, Lambeth



Battersea Square, London

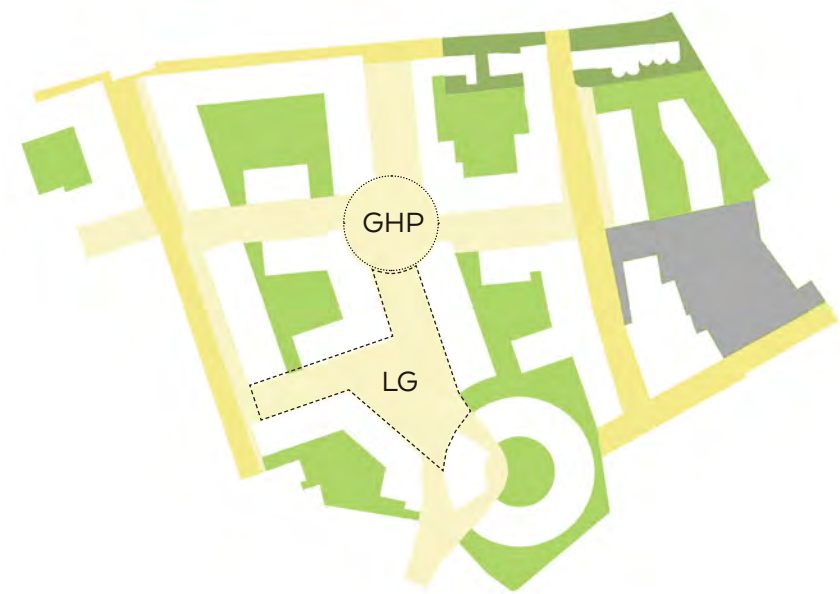


Diagram of Open Space Areas

| | |
|---|--------------|
| Existing Public Realm Enhanced | c.4,750 sqm |
| New Public Realm Created (including): | c. 9,850sqm |
| • LG Soft Landscaped Public Open Space (The Lime Grove) | c.3,200sqm * |
| • GHP Hard & Soft Landscaped Square (Gas Holder Place) | c.1,350sqm |
| • Other Soft/hard landscaped public realm | c.5,300sqm |
| Total Public Realm | c.14,600sqm |

| | |
|--|-------------|
| Total Private Amenity (including): | c.11,000sqm |
| • The private amenity space includes two podium courtyard spaces which will meet the private amenity requirements of the residential units. The private amenity space will be landscaped and aid biodiversity. | |
| • This does not include existing Private Amenity or Open Space | |
| • Operational land for Distillery - not used for amenity | |

* The area of the Lime Grove has been extended to include all of the soft landscaped space in this part of the site, not just circular area defined by the landscape design.

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8.6 CHARACTER OF PUBLIC SPACES

“HIGH STREET” FRONTAGE ON KENNINGTON LANE

- Upgrade of the street frontage of the site with consistent materials, street furniture and rational approach to signage and lighting which will facilitate active circulation and retail access, along with pedestrian movement and access to public transport.
- Additional street trees reinforce the street edge and shade the pedestrian zone while maintaining sight-lines to retail frontages and the bus stop.



High Street, Kennington Cross

CUTLER'S WAY

- This is a new pedestrian oriented space with spill out activities (displays and outdoor dining) from adjacent retail frontages on both sides.
- This area flows off the high street frontage and extends the activity into the site.
- High quality paving provides a consistent environment for multiple uses and activities (day and night) – including markets, displays and temporary uses.
- A formal grid of trees links the street trees with the site and provides structure and shade.
- Ramped vehicular access into the retail basement parking is proposed within the space.



Multi-use Shared Surface Space, Battersea Square

GAS HOLDER PLACE

- This active multi-use plaza provides an extension of the retail activity in the site, and relates closely to the commercial activities along Phoenix Street.
- Shade trees and paving reinforce the circular form created by the adjacent buildings, referencing the gas holder shape within the new landscape including planting.
- The pedestrian nature of the space is maintained by limiting vehicle movements to commercial services and emergency vehicles only.
- The space is suitable for markets, displays and gatherings, while being a shared zone at other times.
- Vehicular movement through the public space is managed through materiality and signage to maintain pedestrian priority.



More London public space

PHOENIX STREET

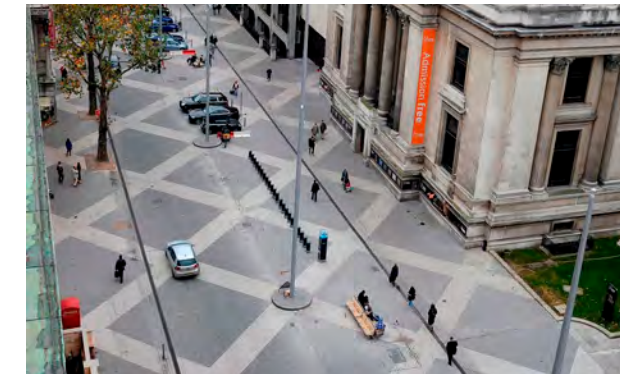
- This predominantly hard paved street facilitates multi-use activity areas adjacent to the buildings, with trees and pockets of understory planting to provide informal definition of the route.
- Workshops and other commercial functions along the street can spill out into the public realm, adding activation and local connection to the variety of land uses.
- Lighting suspended on wires across the street between built forms adds interest and an additional dimension to the space and a degree of visual enclosure.

THE LIME GROVE

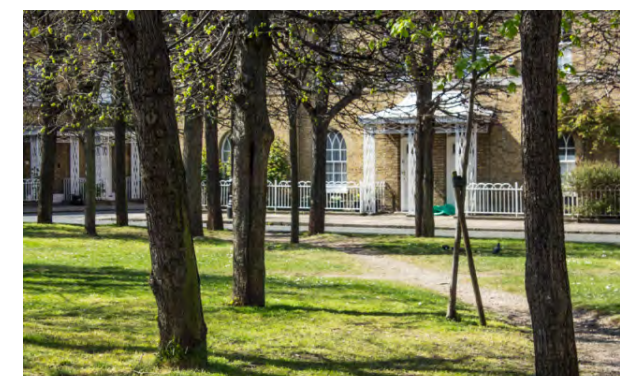
- Open grassed space with a frame of trees and colourful understorey planting, reminiscent of a typical London Square, provides outdoor relaxation and recreation space for residents and visitors.
- Vehicular movement is restricted to occasional residential uses, circulating around the edge of the open space.
- Seating and active play facilities are integrated into the landscape treatment and considered lighting ensures safety and extended use by residents, while maintaining a residential scale.

WOODALL LANE

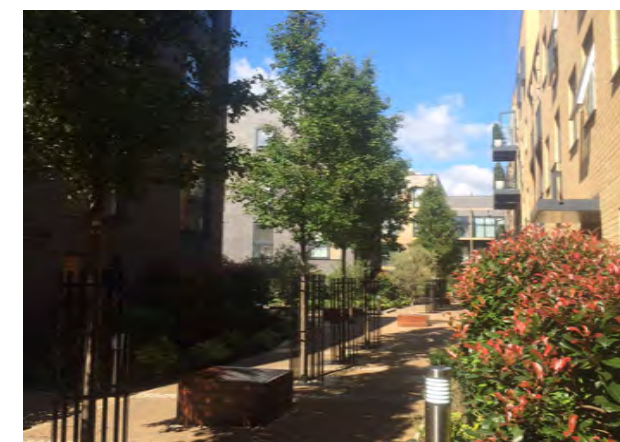
- Restricted access for residents and visitors' vehicles and occasional deliveries is facilitated by narrow paved streets which also cater for pedestrians moving around and through the site, balanced with softer landscaped 'garden' spaces, a framework of shade trees and pockets of grassed seating areas and play spaces.
- Paved paths are suitable as shared spaces for pedestrians, cyclists and vehicles.
- The scale and treatment of lighting and signage reflect the domestic scale of the residential area.



Exhibition Road, Kensington



Courtenay Square, Kennington



Stanmore Place, London

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8.7 LANDSCAPE DESIGN

LANDSCAPE

The development will benefit from a rich variety of public realm and landscaped spaces, imparting a strong sense of identity to the site, with extensive soft planting to compliment the proposed built form.

From the upgraded streetscapes at the entrance to the site, a series of tree-lined 'green streets', with active commercial and residential character lead through to the centre of the development where the built form is opened up to reveal two distinct new public spaces - Lime Grove and Gasholder Place.

Lime Grove is new residential pocket park, with open lawns and plenty of opportunities for relaxation and play amongst sensory planting and shade trees. Seating and active play facilities are integrated into the landscape treatment and considered lighting ensures safety and extended use by residents, while maintaining a residential scale.

The contrasting Gasholder Place is an active multi-use plaza, framed by a circle of shade trees and built form which reference the historic gasholder shape within the new landscape. Paved in high-quality finishes and with ample beds of colourful planting, the plaza provides an active and flexible function space suitable for markets, displays and gatherings, while functioning as a shared zone at all other times. Vehicular movement is limited to service and emergency vehicles and traffic related to the commercial activities along the street, providing activation without detracting from the pedestrian nature of the space.



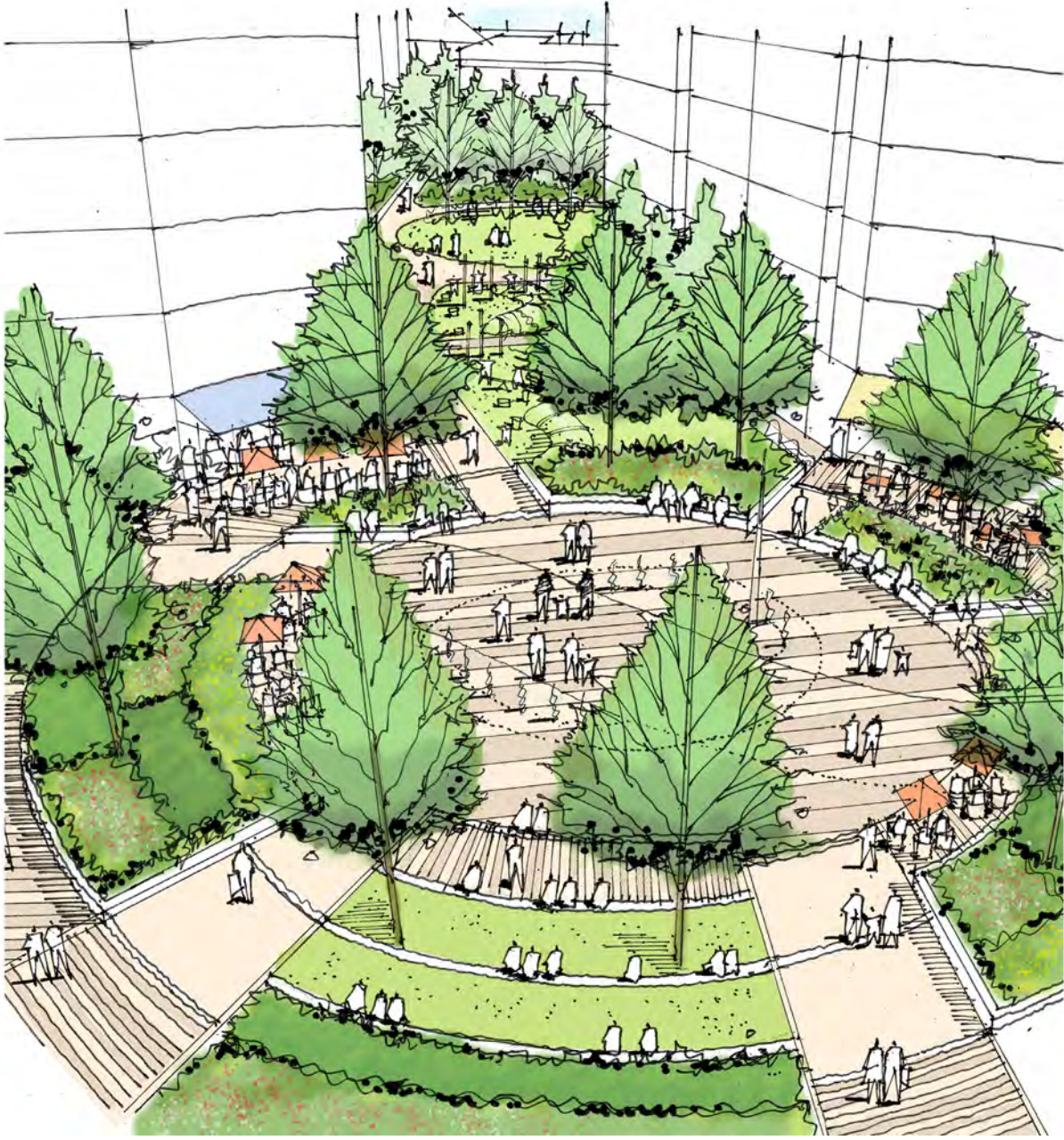
Precedent image of soft landscaped public space



Precedent image of hard landscaped public space



Sketch View of The Lime Grove Public Space



Sketch View of Gasholder Place

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8.8 PUBLIC REALM ASSESSMENT

KEY BENEFITS

- Large areas of new public realm.
- Existing areas of new public realm improved.
- New green public open space – no green space currently.
- Improved biodiversity.
- Safe streets for pedestrians and cyclists.
- Central multi-use space.
- Fully integrated public realm and landscape strategy that builds on the heritage and distinctive character of the local area.

The Masterplan provides an opportunity to create entirely new public realm in an area that is predominantly inaccessible, impermeable and for the large part contaminated. The Masterplan addresses this opportunity by providing a considerable amount of publicly accessible space, alongside the necessary provision of private amenity space, including public open space, new hard landscaped areas and routes that are designed for pedestrian priority. The Masterplan also enhances the public realm at the site’s boundaries, and also on the roads that pass through it where the quality of the street environment is currently low.

Local Plan Policy EN1 aims to meet the borough’s requirements for open space by protecting and enhancing existing open spaces, and by increasing the amount of open space in the borough through provision of open space in new developments appropriate to their scale. Policy EN1 does not place any specific policy requirement on development to provide new public open space.

The proposals would provide a total of 9,850 sqm of new public realm, which includes 1,300sqm of dedicated green public open space and 1,350sqm hard landscaped hub area, which meets the policy objectives.

The redevelopment of the Masterplan area would also enable investment in existing local open spaces through planning obligations by improving their quality, and also contributing to meeting the on-site objectives of Policy EN1.

Policy Q6 relates to the design of public realm. It supports development that provides attractive, uncluttered, co-ordinated public realm that enhances the setting of spaces between buildings. It also supports developments that provide new or enhanced open space and landscaping, which the Masterplan achieves. Policy Q6 supports developments that provide pedestrian and cycle-priority environments which are not dominated by vehicles.

The Masterplan provides the opportunity for robust street furniture, permeable paving and good quality materials which enables further benefits pursuant to Policy Q6. As discussed in this Section, the Masterplan achieves these improvements to public realm while retaining and enhancing heritage value of the gas works, which is a further aspiration of Policy Q6.

Future Planning applications would require detail to be provided to demonstrate further benefits through compliance with the Council’s policies on Landscaping (Policy Q9) Trees (Policy Q10).

The residential yield from development in the Masterplan area would create demand for 0.5 hectares (5,000sqm) of playspace. The Masterplan area will need to provide doorstep playable space of 1,560 sqm for children aged 0 to 4 years. The benchmark for proximity to home for the 5 to 10 year age group is 400 meters; Kennington Park and Vauxhall Pleasure Gardens are within this distance of the OAKDA area. However, the Masterplan should seek to accommodate some local playable space to cater for this age group. Whilst the 11 plus age group’s playspace requirements could be met off site, some of the demand could be accommodated on site.

Overall, the Masterplan provides 14,600sqm of public realm. There is the potential for this to include a range of recreational and play uses including areas equipped with children’s play equipment and outdoor ‘green’ gym equipment. Demand for open space is therefore met by the Masterplan. Socio-economic evidence demonstrates that the Masterplan would have a very limited impact on the demand for other formal recreation facilities, such as pools or sports pitches.

The Masterplan proposals address the community’s wishes by providing new public spaces, including a pocket park and a square with potential for use by the community. Significant new opportunities for greening the site with new landscaping are provided.

The Masterplan proposals demonstrate sustainable development with respect to the provision of public space and amenity space. The Masterplan area provides enough open space on its own site to cater for the needs of its population, and provides opportunities for existing communities to share the public realm. The development therefore balances the economic needs of the area to provide land suitable for employment opportunities and the social needs imposed by the great need for housing with the environmental imperative to ensure an adequate supply and quality of public space.

Other reference material:

- Socioeconomic Impact Report from Boyer
- Cultural Strategy by Futurecity

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09 BUILT FORM



9.1 STRATEGIC HEIGHTS

In assessing the height of buildings in the wider context, Lambeth's Tall Building Study (August 2014) provides guidance on the existing building heights in the borough. The Lambeth Local Plan policy definition of a 'Tall Building' is 25m (approximately 8 storeys) on the river and 30m elsewhere (10 storeys).

Until the 1950s this area of London had a relatively low skyline with the only taller structures being chimneys, churches and the occasional dome/turret.

The average building height in the vicinity of the Masterplan area is around 10m (4 storeys), although there are many buildings which are lower and it is not uncommon for residential apartment blocks to be in the region of 6 storeys. However, there are a number of tall buildings dotted around Lambeth that are much taller, largely to the north of the South Circular road, dating from the 1950s–1960s.

The map opposite shows where these are located, with the Tall Building Study identifying a concentration of new buildings along the River Thames at Vauxhall, Albert Embankment and Waterloo. There are therefore a number of tall buildings in this part of Lambeth and in the area around the site.

STRATEGIC VIEWS

As explained in Section 2, there are four strategic views within the London View Management Framework (LVMF) which have the potential to be affected by development in the Masterplan Area.

These include:

- 2A.2 – Parliament Hill to the Palace of Westminster (background view).
- 2B.1 – Parliament Hill (East) to the Palace of Westminster (background view).
- 4A.2 – Primrose Hill to the Palace of Westminster (background view).
- 18A.3 – From Westminster Bridge.

EVIDENCE

While testing of detailed proposals will be necessary at planning application stage, the potential for development in the Masterplan area to impact on these strategic views is minimal. The potential to affect the background of views from Parliament Hill (2A.2 and 2B.1) is minimal due to the buildings heights proposed for the part of the Masterplan area that lies within the viewing corridor. The Masterplan area is also obscured by other buildings in the foreground.

The potential for the view from Primrose Hill (4A.2) to be affected by development in the Masterplan area is minimal. The Masterplan area lies in the Wider Setting Consultation Area of the view, behind the Palace of Westminster. Larger-scale buildings in the Masterplan Area are unlikely to affect an observer's ability to recognise and appreciate the Palace of Westminster from Primrose Hill.

The Masterplan Area lies in the background of views from Westminster Bridge across the Grade I listed Lambeth Palace and the Grade II listed tower of the Church of St Mary. It is unlikely any development on the Masterplan area would impact negatively in this view.

For more detailed information on the strategic view assessment, refer to the Townscape Assessment Report.

CONSULTATION

Local stakeholders indicated that they wished for any development to retain the overall character of Oval and Kennington and not replicate proposals at Vauxhall and Nine Elms.

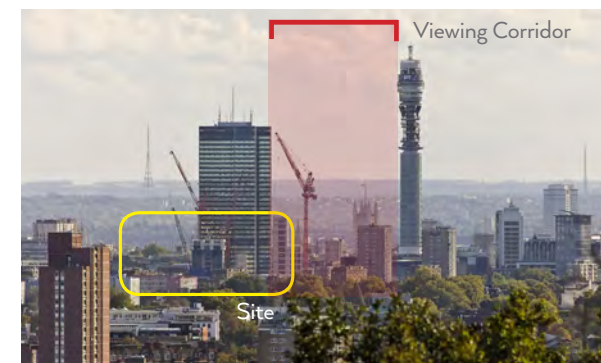


Photo of Strategic View: 2A.2



Photo of Strategic View: 2B.1



Photo of Strategic View: 4A.2

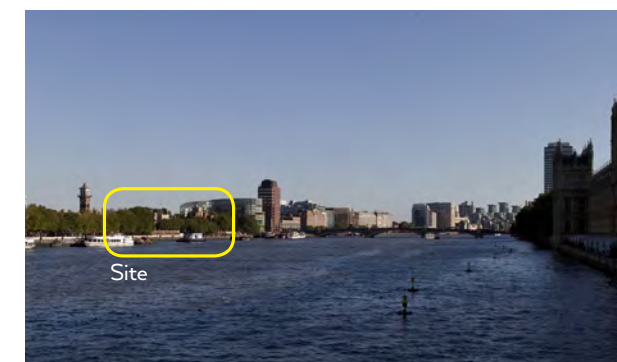
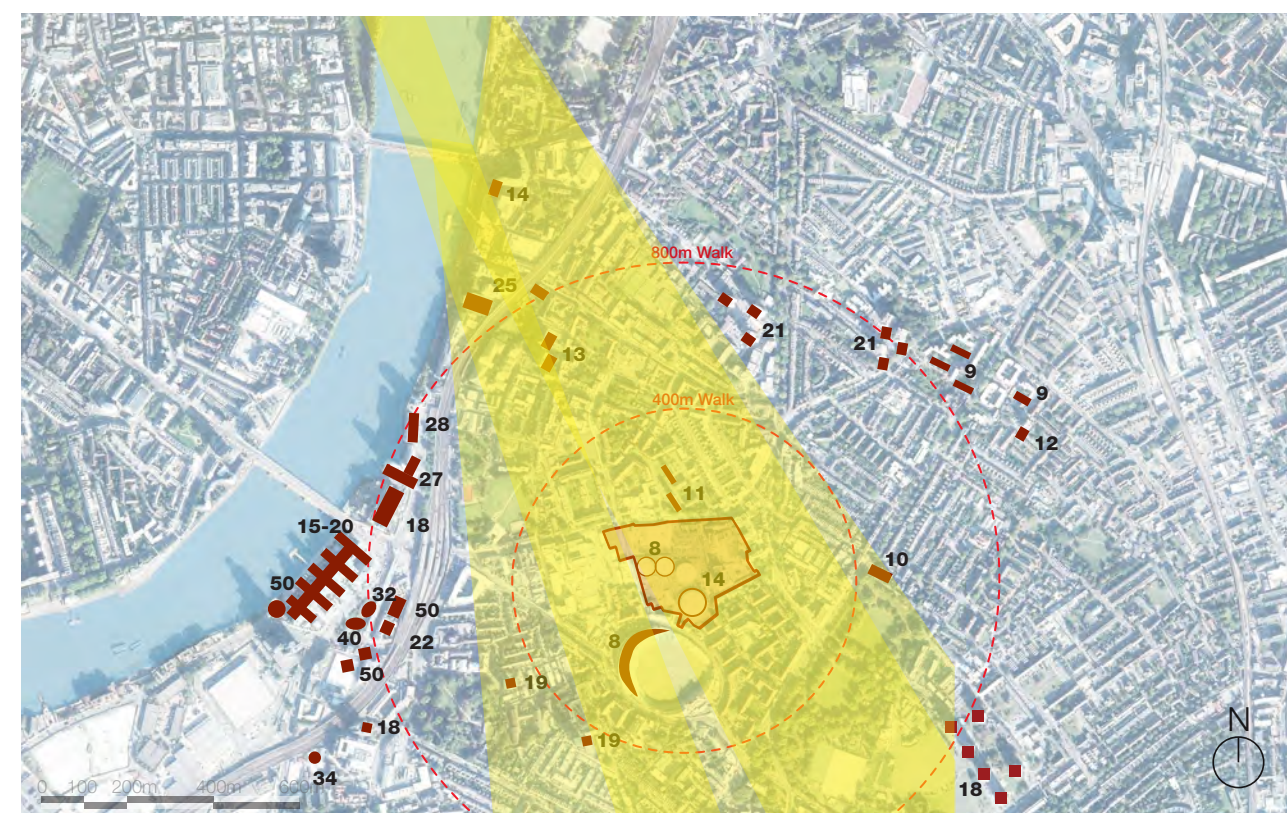


Photo of Strategic View: 18A.3



Local Building Heights and Protected View Area

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9.2 BUILDING HEIGHTS AND TOWNSCAPE

EVIDENCE

There are a variety of building heights in the local area. The historic scale of the locality is mixed with the majority of listed terraces and other buildings on main roads being four to five storeys high, particularly along main roads.

There are exceptions to this, often in close proximity to each other, such as the 3 storey terraces on Montford Place opposite the 6 storey high Beefeater Gin Distillery building.

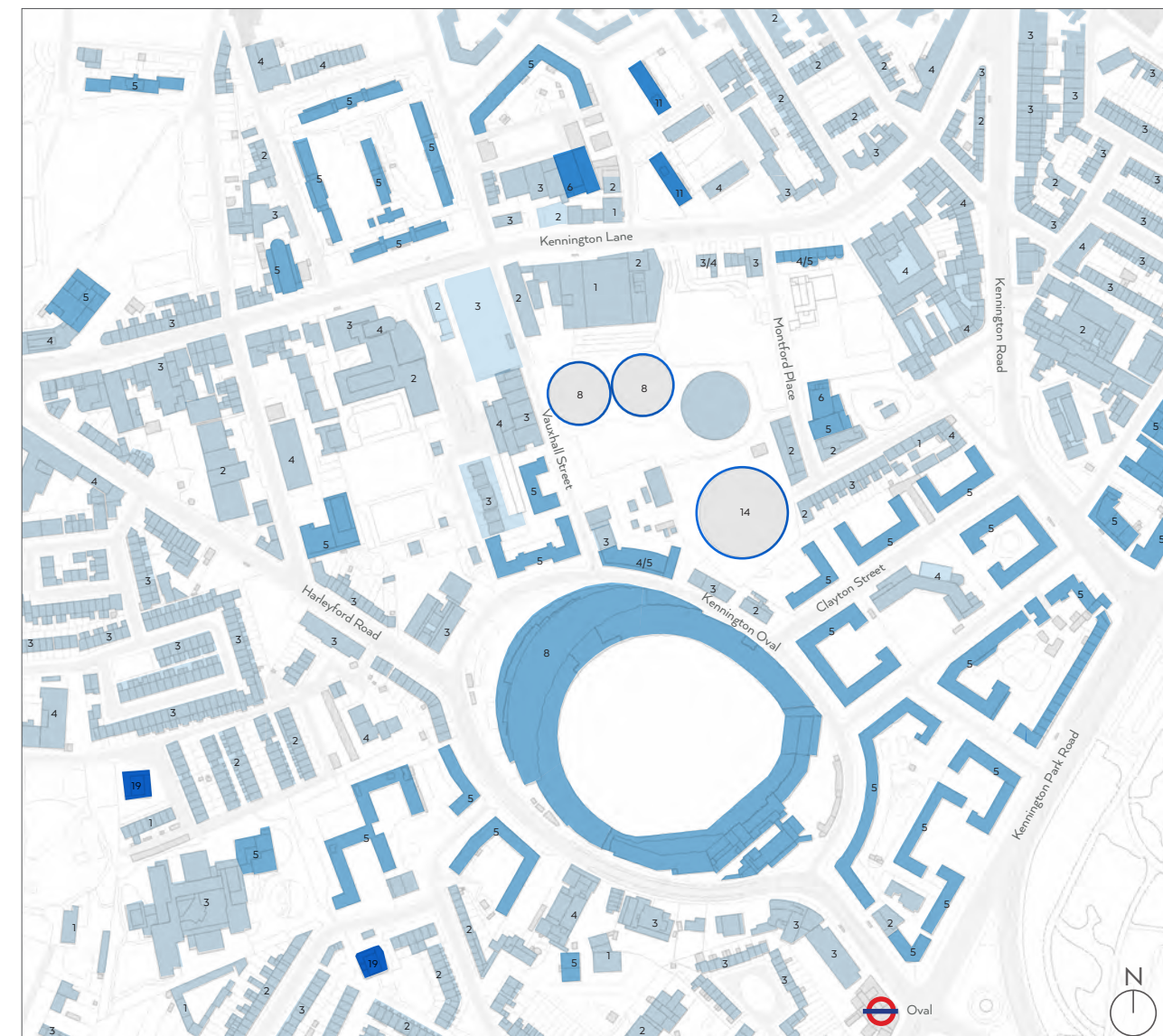
The 1930s social housing also reflects this scale, as these generally consist of 5 storeys of dwellings with a 1 storey high pitched roof. The later development has a wider variety of scales, from the low level 2 storey commercial development along Kennington Lane to the 11-storey high slab blocks of council housing to the north of the Masterplan Area.

There are two significant structures that are much taller and have a greater impact on the scale of the area. The grandstands of the Kia Oval Cricket Ground rise to the equivalent of 8 storeys above ground, and due to its shape and length is perceived as a taller structure within the townscape. The gas holder frames are the tallest buildings in the local area. Grade II listed Gas Holder No. 1 is 46m high (around 14 storeys) and locally listed Gas Holders Nos. 4 and 5 are 29m high (around 8 storeys). Whilst they were operational the gas containers rose and fell throughout the day, so that at times the full extent of these frames would have been solid, and within the gas holder extending 2-3 floors above the frame when at capacity.

Any new built form on the edges of the Masterplan area should be of a height that is appropriate to its neighbours, with particular attention to scale where in the context of heritage assets, such as listed buildings (including the retained gasholder no.1) or conservation areas. There is scope to increase heights towards the centre of the site. Height can distinguish where greater activity is planned and it can also reflect the height of the gas holder. The scope for increasing building heights is subject to sensitivity testing against key local views and Strategic London Views as previously discussed.

CONSULTATION

Some local residents like the dominance of the tallest Gas Holder and it's position in the local townscape. Others had concerns of the heights of recent developments in Vauxhall.



Building Heights and Townscape

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9.3 POTENTIAL IMPACT ON NEIGHBOURS

BACKGROUND

The potential for new development within the Masterplan area to impact on the amenity of neighbours is a significant consideration in informing the proposed townscape response.

EVIDENCE

There are a number of existing buildings around the Masterplan area which have windows facing onto or across to the site, or have external space backing onto the site. New proposed buildings located close to existing buildings have the potential to compromise the privacy and daylight/ sunlight of existing residents.

Existing levels of daylight and sunlight of potentially affected properties have been assessed. The Masterplan proposals either locate buildings at an appropriate distance from sensitive boundaries, or propose a suitable height to minimise the impact on light levels. The detailed proposals will be tested to ensure that they do not impact unacceptably on existing neighbours' internal light levels, and cause unacceptable shading effects of buildings on site.

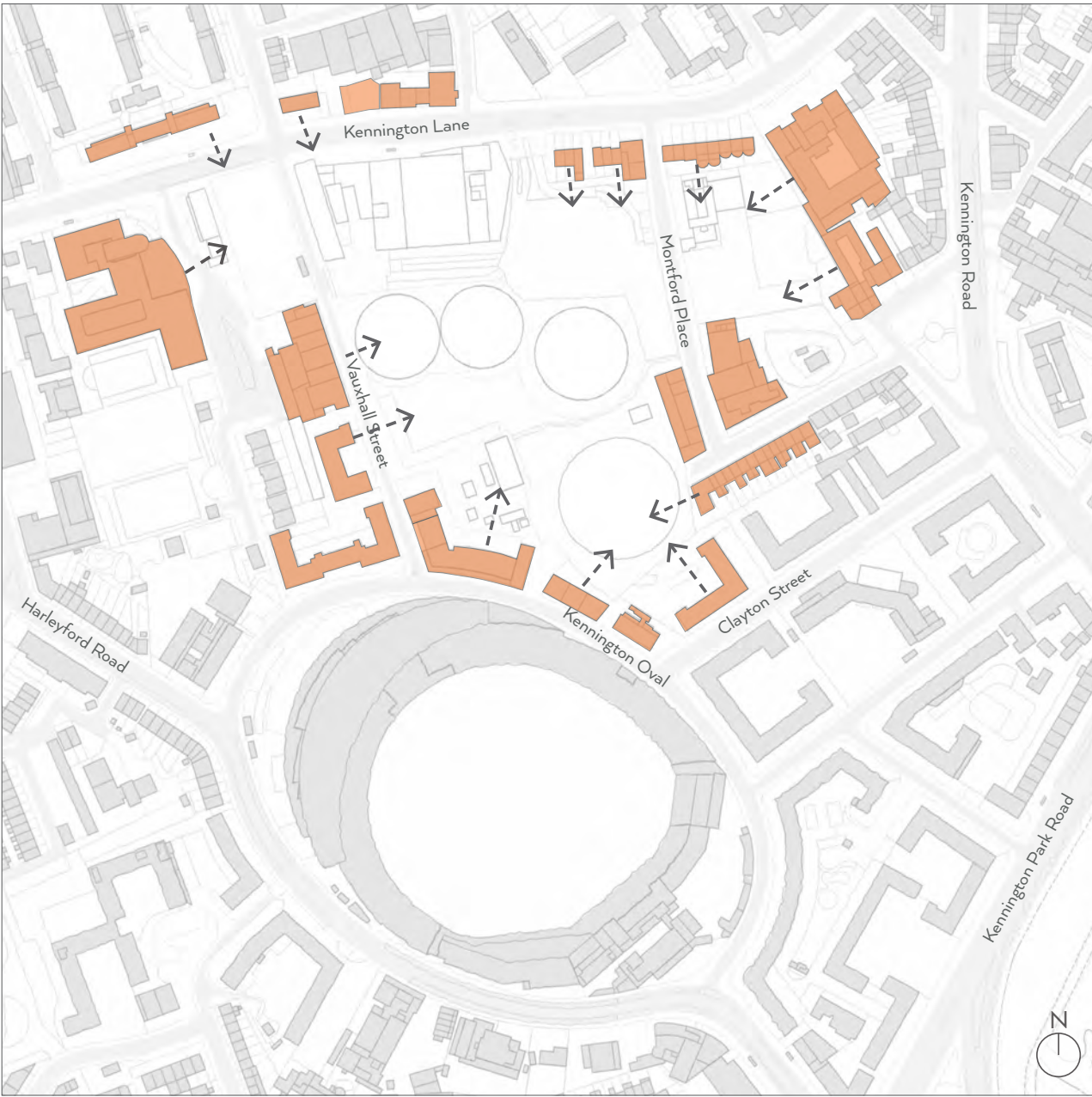
PRIVACY AND MASSING

New buildings located close to existing buildings have the potential to compromise the privacy of existing residents. Planning policy requires that privacy is respected and new buildings are located a sufficient distance away from neighbouring buildings to maintain privacy.

The impact of development on creating a sense of overbearing is a consideration in locating new buildings and determining their height. This potential impact has also informed the townscape response.

CONSULTATION

The immediate neighbours of the site have highlighted the need for consideration of the location of the proposed buildings in proximity to their properties.



Immediate Neighbours

0 25 50 100m

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9.4 URBAN GRAIN AND FRONTAGES

URBAN GRAIN

The existing townscape context to the north, south and west is varied in age, grain, scale and quality and includes large areas of inter-war and post WWII residential redevelopment. The urban grain of Kennington relates to the road networks which intersect it. In the centre is the Kia Oval stadium which adds to the divide created by the Gas Works and other impermeable industrial sites of the Masterplan area.

The historic urban grain seen on early 20th Century maps is still visible in some parts of the area. Where mansion blocks replaced terraced housing in the 1930s, streets have maintained their frontages although the block scale changed dramatically. However, much of the post war redevelopment has left streets without frontages and located slab blocks at angles that don't relate to their context.

TOPOGRAPHY

The topography of the area is generally flat, with a small change in level of 1.2m between Kennington Lane and Kennington Oval which are 250m apart. There is no level difference between Montford Place and Vauxhall Street. However within the site, there is a bund of approximately 2m above adjacent to street level surrounding the below-ground gas holder tanks. These extend approximately 10m below ground level. Remediation and redevelopment of the GasWorks site will therefore inevitably remove a significant volume of earthworks creating an opportunity to alter the topography as part of the design outcome. It is envisaged that any redevelopment will achieve level access onto the site from all existing streets, and the site made level in order to achieve the best-quality urban design outcomes.

FRONTAGE

Active frontage is defined as “street frontage that enables direct a) visual and b) physical contact between the street and the interior of the building. Clearly defined entrances, windows and shop fronts are elements of the building façade that contribute to an active street frontage”.

The diagram opposite indicates where frontages around the site are currently ‘active’ for different types of uses. Activation of facades is poor in and around the Masterplan area, as is current access and egress. This reflects the community’s feedback; a key concern was that streets don’t feel safe.

The historic frontages onto Kennington Lane provide active residential facades and entrances at ground floor. The later residential development set the buildings back from the pavement line and therefore provide less activity to the street. Despite the long length of the Tesco store facing onto Kennington Lane, the majority of this is a blank inactive facade. The majority of Vauxhall Street is inactive with long lengths of blank walls, even to residential, where blank gable ends face the street. There are few building entrances along its entire length, which makes the street feel very inactive or ‘dead’.

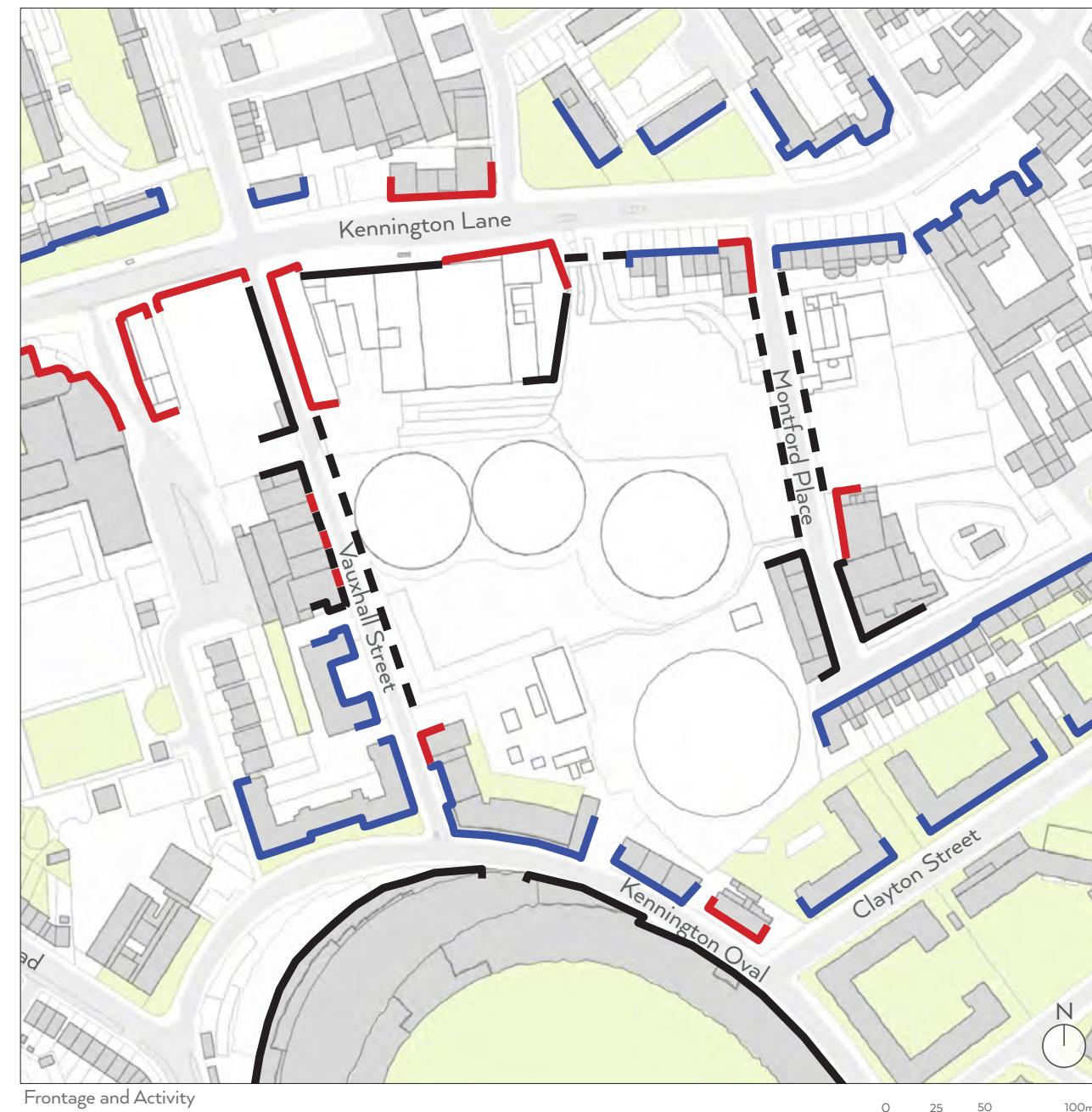
The eastern end of Montford Place has active residential front doors along one side of its entire length, whereas the northern section of Montford Place which connects to Kennington Lane is largely inactive, with only the Beefeater Distillery providing an element of animation. The buildings on the outer side of Kennington Oval are generally active with plenty of ground floor residential and front doors, but the Kia Oval Cricket Ground itself is mainly blank facade. There are occasional entrance gates which are mostly used on match days.

The Masterplan should seek to restore the street patterns and urban grain that is characteristic of the area. The lack of active frontage will be addressed by the Masterplan proposals by ensuring that every route is defined by building edges to both existing and proposed streets.

The Masterplan should seek to restore the street patterns and urban grain that is characteristic of the area. The lack of active frontage will be addressed by the Masterplan proposals by ensuring that every route is defined by building edges to both existing and proposed streets.

CONSULTATION

The community would like to see new routes through the area for cycling and walking.



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— Missing Frontage
 — Commercial Frontage
 — Residential Frontage
 — Inactive/blank Frontages
 — Urban Grain
 Masterplan Area not shown for clarity

9.5 FRONTAGES AND BUILDING PLOTS

FORM OF DEVELOPMENT

The form used for most of the plots is a perimeter block. This form of development is commonly found in the local area, notably in the 1930's housing estate to the south. It works well on this type of development as it defines the street edges on each side and provides amenity space within, for the occupants of the plot.

SOLUTION FOR BOUNDARIES TO EXISTING PROPERTIES

Where the plots are located close to existing buildings, i.e. behind Kennington Lane and Kennington Oval, half a perimeter block is used so that the backs of the existing buildings are protected by the rear of the perimeter block. This is the most sympathetic option, where shared amenity space for new residents is located adjacent to existing rear amenity spaces for existing residents. This makes the existing properties more secure. Thus 'no build' zones are located around the edges of the site, to protect existing properties.

NEW FRONTAGES

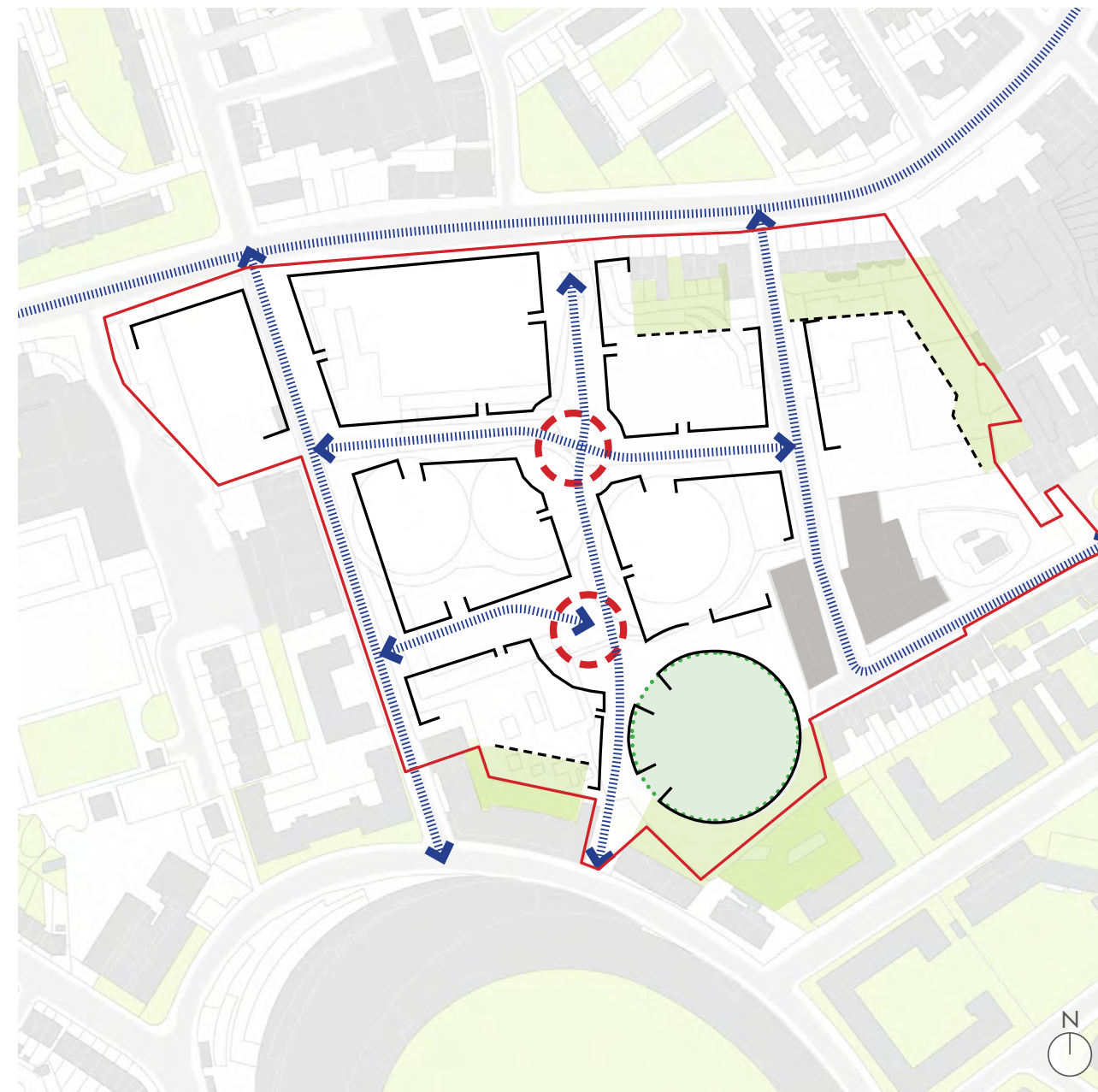
The edges of the building plots have been located to align with the edges of existing streets and new routes which run through the site. These define these streets and where possible restore the historic building lines e.g. along Vauxhall Street and Montford Place.

The ground floor uses within the building frontage will activate the streets, providing activity through commercial uses and residential entrances to ensure there is a significant flow of pedestrians through the site. The residential above provides passive surveillance of the street to help reduce the threat of crime.

DESIGN MEASURES TO MITIGATE CRIME

There are a number of measures that the Masterplan proposes in order to design out crime and minimise the potential for anti-social behaviour:

- There are not too many routes through the site which would create potential exit routes for offenders.
- There are no narrow passageways and all routes are well overlooked.
- All routes are well lit.
- Active frontage is provided on all commercial units for surveillance and "Capable Guardianship" will be encouraged.
- Different types of seating which are attractive to different age groups will be provided in the public realm, and potentially facilities for sport e.g table tennis tables.
- Removal of supermarket surface car park (replaced with a basement) which currently attracts anti-social behaviour.
- Basement car parks will be barrier controlled, with CCTV and will be closed off outside of opening hours.
- All external space is clearly defined as either public or private spaces with no ambiguous space.



Building plots and Pedestrian Access Routes

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- Private Amenity Space
- Rear Building Line
- Access Routes
- Frontages
- Public Spaces
- Masterplan Area

9.6 MASSING PRINCIPLES

1. RESPECT EXISTING STREET HEIGHTS AROUND THE EDGES

Where the Masterplan area adjoins onto existing streets (e.g. Kennington Lane, Vauxhall Street and Montford Place), frontages have been established which:

- Define the street edge.
- Provide sufficient street width (in some cases increasing the existing width).
- Restore the historical pattern of development.
- Create street level activity and provide passive surveillance to create safe routes.

The heights of the proposed buildings on these frontages have been set to broadly follow the prevailing heights along each street, so that their character is maintained and/or enhanced. The streetscape response for each of these key streets is explored further on the following pages.

2. RESPECT NEIGHBOURS

Where the Masterplan area backs onto the rear of existing buildings (e.g. the rear-facing elevation of mansion blocks on Kennington Oval), suitable set-back zones have been established which:

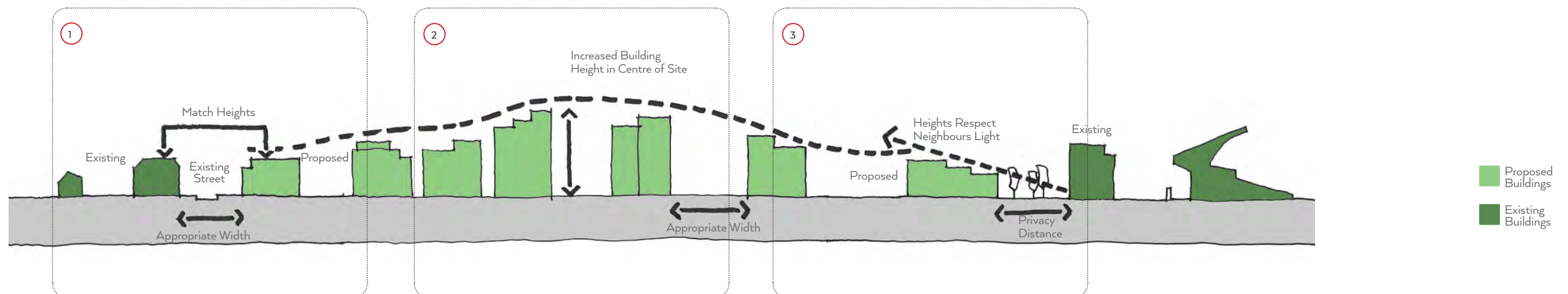
- Off set the footprints of new buildings away from the boundary to achieve privacy distances for existing and proposed occupants.
- Create private amenity space within the site.
- Ensure acceptance to light levels to existing properties.

The heights of the proposed buildings in these areas has been restricted to and avoid overbearing situations.

3. OPTIMISE HEIGHT IN SUITABLE LOCATIONS

Having addressed the massing of the edges of the site, there is scope to increase building heights towards the centre of the site where there are no sensitive relationships. This ensures that there is an exciting and varied streetscape, but the massing has been designed so that it does not compromise:

- Privacy / daylight / amenity within the new development.
- Local key views.
- London Strategic Views
- Relationships to the retained heritage assets on the site (i.e. massing within the retained Gas Holder No.1 has been limited to around two thirds of the height of the frame itself).



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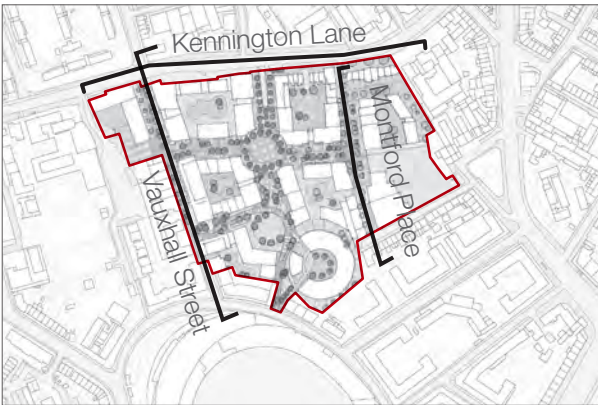
9.7 STREETScape

EXISTING KENNINGTON LANE

Kennington Lane is one of the main thoroughfares through the Borough of Lambeth connecting Waterloo to Vauxhall. It is bordered by low rise housing to the north and retail and community services to the south. The prevailing building height along the street is 5 storeys, this is believed to be the historic building height due to the existing context. The street has some lower buildings such as the supermarket, as well as some taller buildings such as the residential tower blocks to the north.

PROPOSED STREETScape

The proposals re-instate the massing of this street, by including residential on top of the supermarket, and thus creating five or six storeys along this frontage which is sympathetic to the character of Kennington Lane. Where proposals abutt against existing houses, the roof parapet line will be lower to match.



The Pilgrim Pub



Residential



Alton and Co. Office



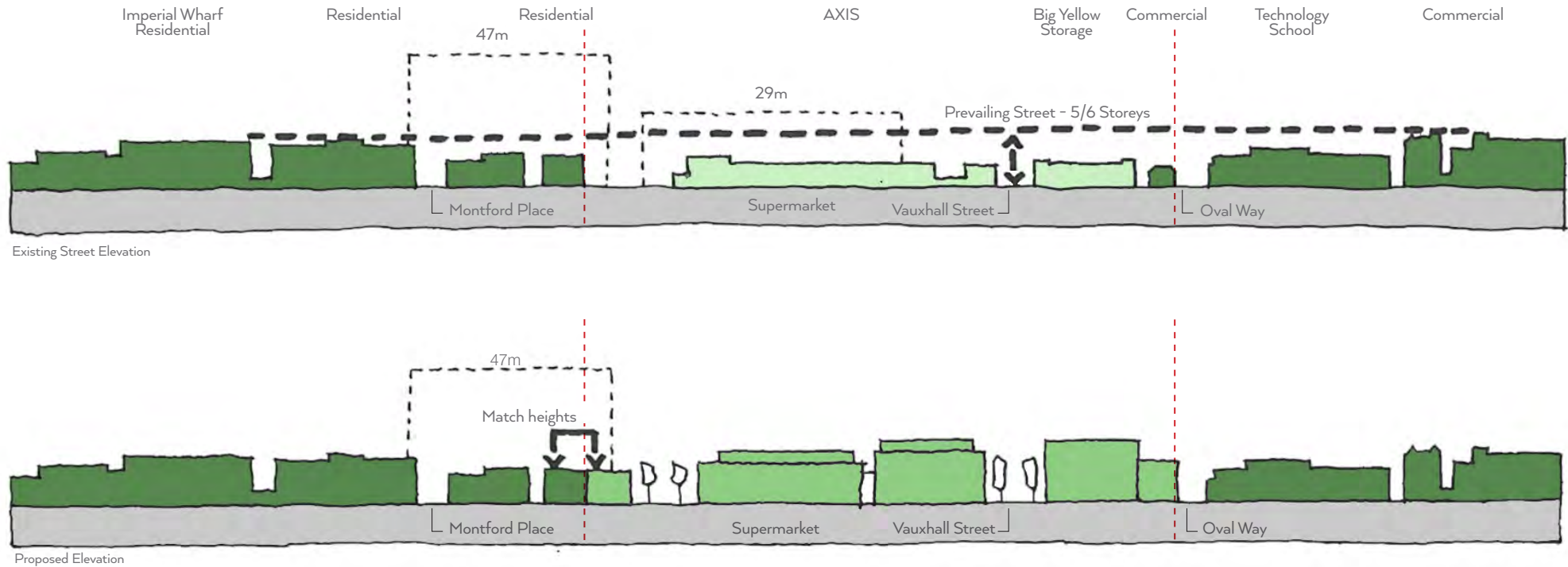
Axis International



Big Yellow Self Storage



Euro Asia Systems



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9.7 STREETScape

EXISTING MONTFORD PLACE

The building heights on the north-south section of Montford Place are quite different, ranging from the 3 to 4 storey houses and pub on Kennington Lane to the large 6 storey distillery building on the eastern side of the street. The Beefeater Gin distillery and the substation, on the other side of the road, separate the Masterplan area from the more sensitive lower listed houses on the east-west section of Montford Place.

The LUL site, between the distillery and Kennington Lane, until recently had a 5 storey office building located upon it right behind the listed houses.

PROPOSED STREETScape

The building heights on Montford Place are varied, ranging from the 3-4 storey houses on Kennington Lane to the 6 storey distillery building to the south.

It is proposed to keep building heights lower to the north, respecting the height of the existing houses and then step up in height to the south closer to the height of the distillery.

EXISTING VAUXHALL STREET

Vauxhall Street is a narrow one way street running between Kennington Lane and Kennington Oval. It's existing buildings are between 2 storeys and 5 storeys, with no built form on the gas works site apart from the brick boundary wall and the empty frames of the gas holders. This boundary wall combined with blank commercial facades results in an inactive streetscape.

PROPOSED STREETScape

The typical building heights on Vauxhall Street are between 2 storeys and 5 storeys. The existing boundary wall to the gas works site results in an inactive streetscape.

Removing the boundary wall opens up the site to Vauxhall Street, and taking an average building height it can be seen that 15m buildings (approx. 4-5 storeys) would be appropriate along this street. There is also some scope for additional height to create some variation in the townscape where it doesn't impact on the existing neighbours.

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Beefeater Gin Distillery



SubStation



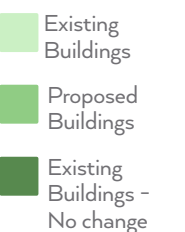
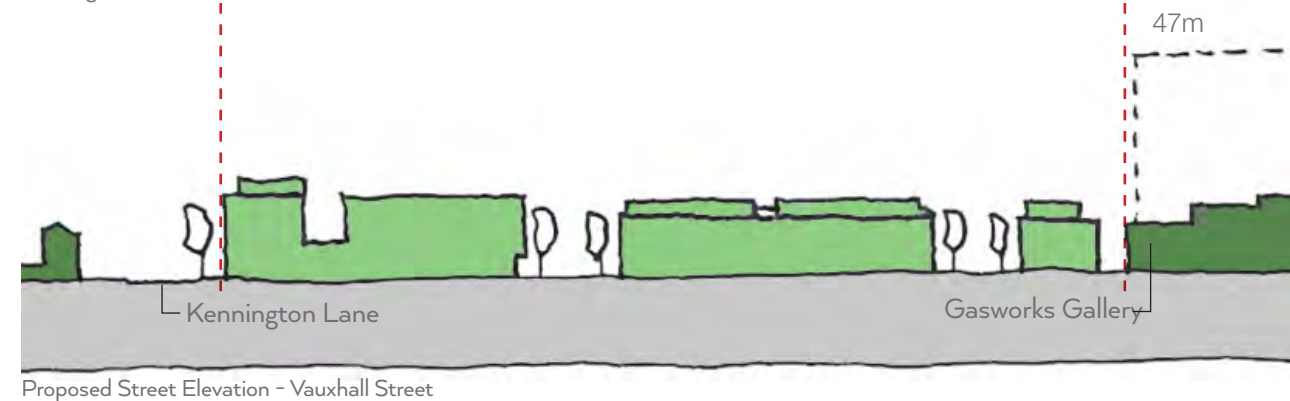
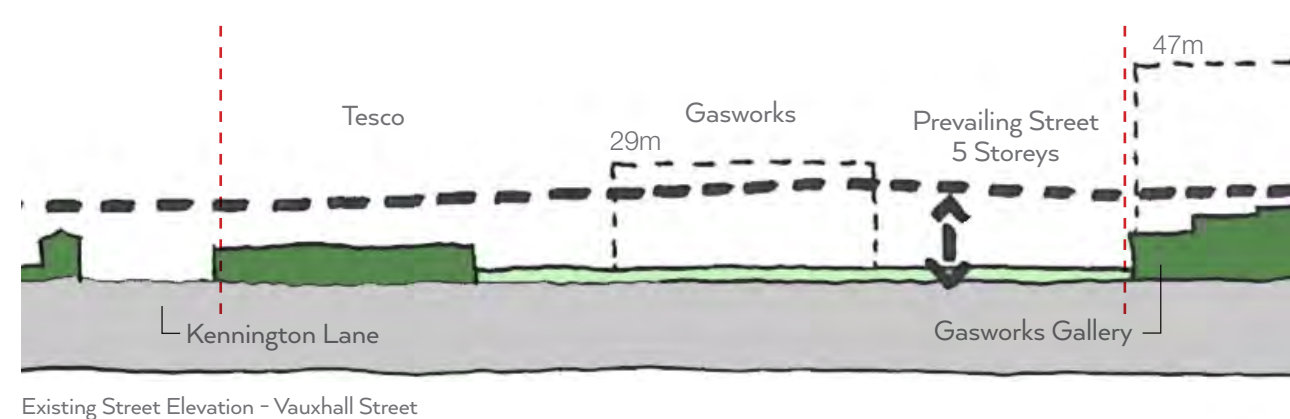
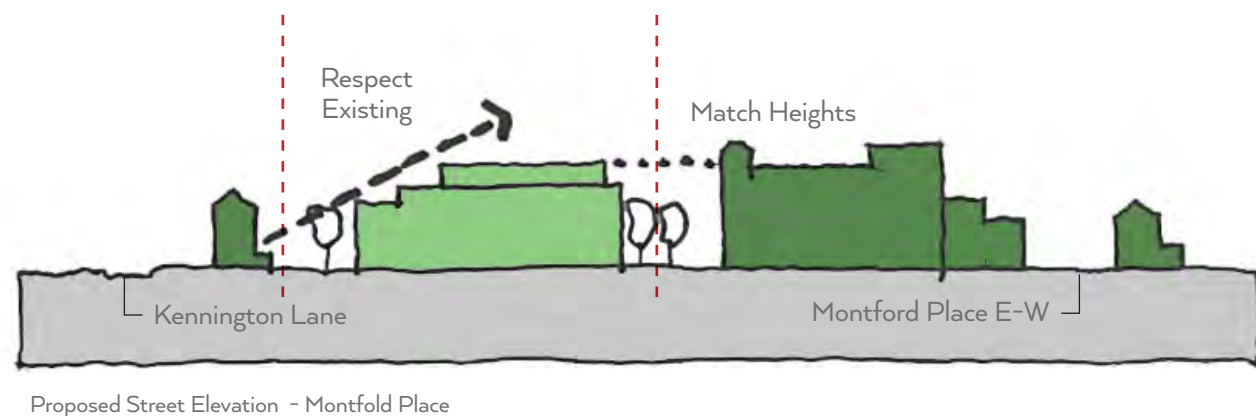
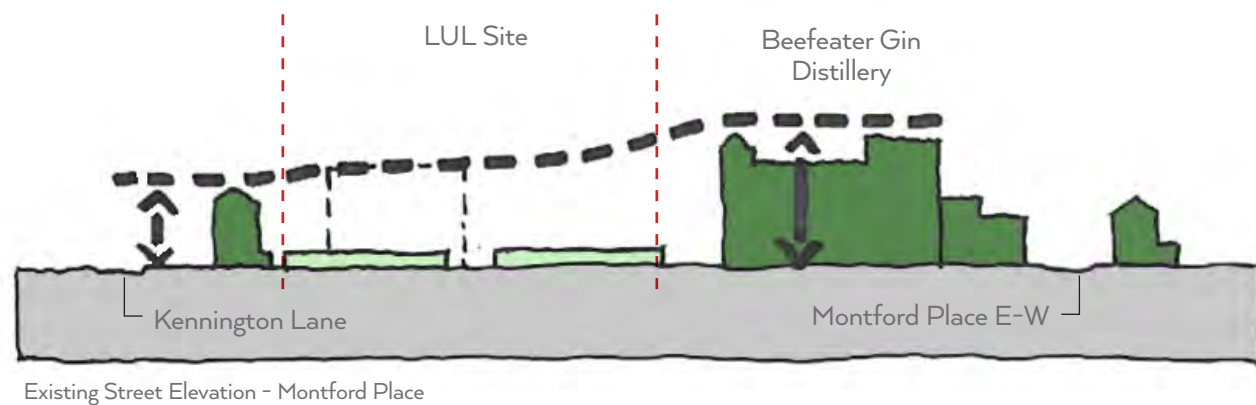
Gasworks Gallery



The Foundry



Residential



9.8 PROPOSED HEIGHTS

The proposed building heights shown on the plan have been informed by the principles set out on the previous pages. Heights range from 3 storeys in the most height-sensitive parts of the site at the perimeters adjacent to neighbours, to a maximum of 13 storeys near the middle of the site where greater height can be achieved without affecting existing streetscape and character, or the amenity of existing neighbours.

The tallest buildings would be below the heights that would affect strategic London views.

The taller buildings have been tested alongside the existing 14 storey gas holder from a variety of local viewpoints to ensure that they do not negatively impact upon the local area. The testing is described in the Townscape Report.

The proposals ensure that the tallest elements of the masterplan at 13 storeys are below the existing 14 Storey Gas Holder, this is to ensure that the Gas Holder is retained as the dominant feature in the skyline.

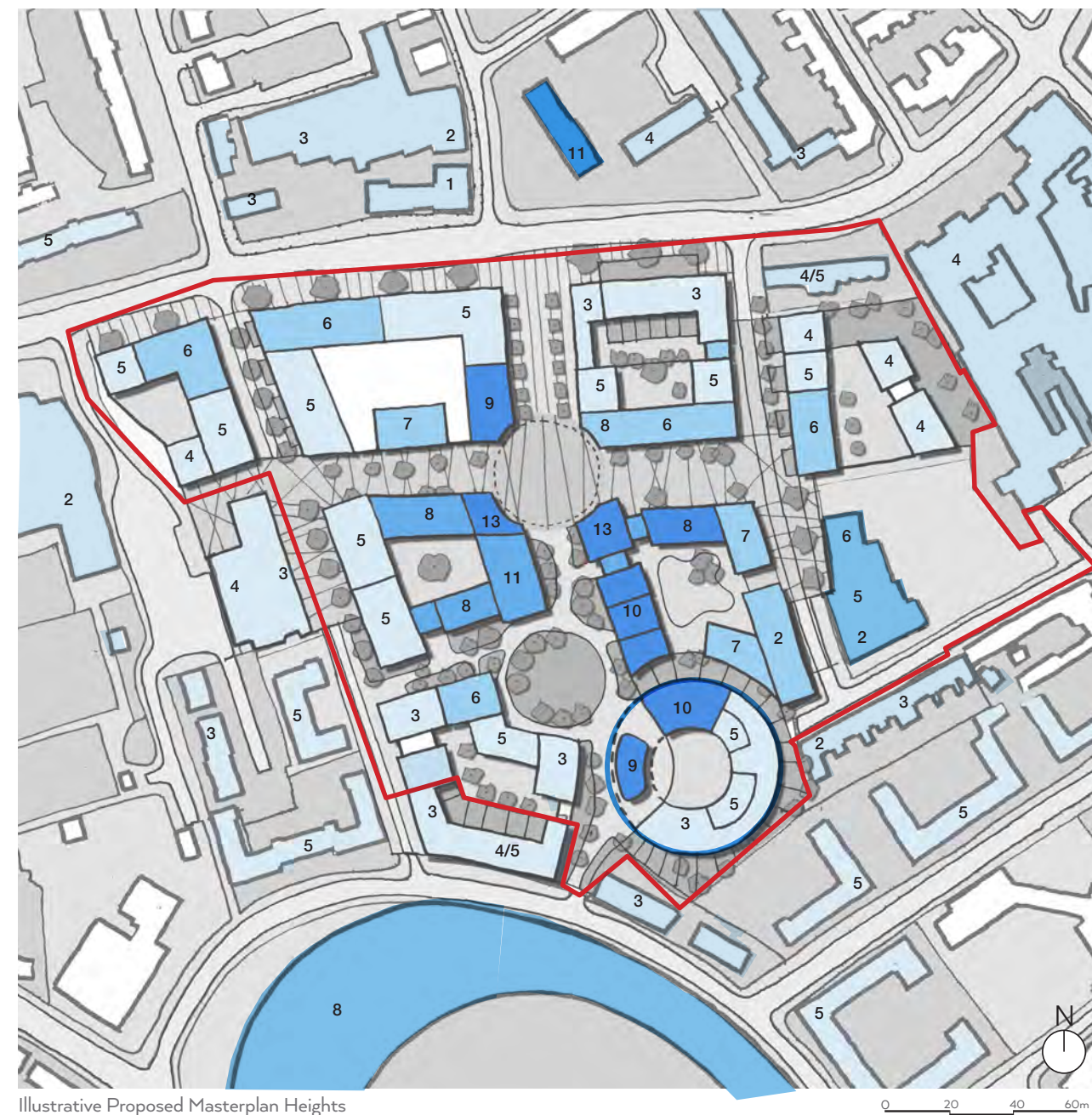
Frontages will be created along all existing roads to maintain or re-instate the historic building lines, and to ensure that there is activity at ground floor which relates directly to the street.

Space along the edges of the Masterplan area is set aside as landscape buffers, available as private gardens for ground floor dwellings. This will maintain the privacy of existing occupiers of adjacent buildings, and enhance the quality of the environment and amenity within the Masterplan area.

The proposed buildings within the retained Gas Holder No.1 will be low enough to ensure that the majority of the framework is still clearly visible, particularly from within the Kia Oval cricket ground. This is an important element in ensuring that the gas holder retains its distinctiveness and its important contribution to local townscape.

The mass removed from the two taller elements has been reallocated elsewhere within the Oval Gas Works site by an addition of 1 storey to neighbouring buildings.

As part of the redistribution of height, it is proposed to increase the height on the Tesco site. This is in response to Tesco representations during the 6 week consultation period and a concern that the current proposals do not enhance development in this part of the masterplan, which in turn helps the scheme as a whole come forward. This helps to create more of an emphasis on Gas Holder Place as the heart of the scheme. The more balanced approach in heights helps to create a defined circus around the central activity zone in the masterplan area, whilst also not impacting on the adjacent buildings to ensure views aren't compromised.



Illustrative Proposed Masterplan Heights

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9.8 PROPOSED HEIGHTS

- ① Heights at the perimeter will respect the existing and historic environment, and neighbouring properties.
- ② Gas Holder No.1 retained as the dominant features in the skyline.
- ③ Scope for increase of height in the centre.
- ④ Space within the site will be set aside for landscaping to maintain the privacy of existing occupiers and ensure a good quality environment within the Masterplan area.
- ⑤ Frontages will be created along all existing roads to maintain or reinstate the historic building lines.
- ⑥ The layout of the buildings are informed by the N-S and E-W movement desire lines.
- ⑦ The development blocks are laid out in a perimeter block format, which creates amenity space for residents.
- ⑧ The proposed buildings within the retained gas holder will ensure that the majority of the framework is still clearly visible.



Indicative built massing and height. Full detail and design to be developed at planning application stage.

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Proposed Buildings
Existing Buildings

9.8 SHADING STUDY

SHADING CRITERIA AND STUDIES

A key aspect of masterplanning is locating public spaces where they will get good sunlight, as these are the areas of the public realm where people will spend the most time being static i.e. sitting, playing, talking etc. The two shading studies summarised within this document show that the public spaces in the OAKDA masterplan are well located to receive good levels of sunlight.

The BRE have set guidelines with regards to sunlight in open spaces that state that open spaces should receive at least two hours of sunlight on the 21 March over at least half of the amenity area.

Public Space Shading Study 1:

The diagram on the opposite (top) was produced using informal shading analysis software to test the key spaces against the BRE guidelines. The areas which receive more than two hours of sunlight on 21 March are coloured yellow. The diagram shows that the spaces result well.

BRE guidelines state that 50% of a space should receive two hours (or more) of sunlight throughout the day on 21 March.

Formal testing of all public and private amenity spaces should be completed at planning application stage.

Public Space Shading Study 2:

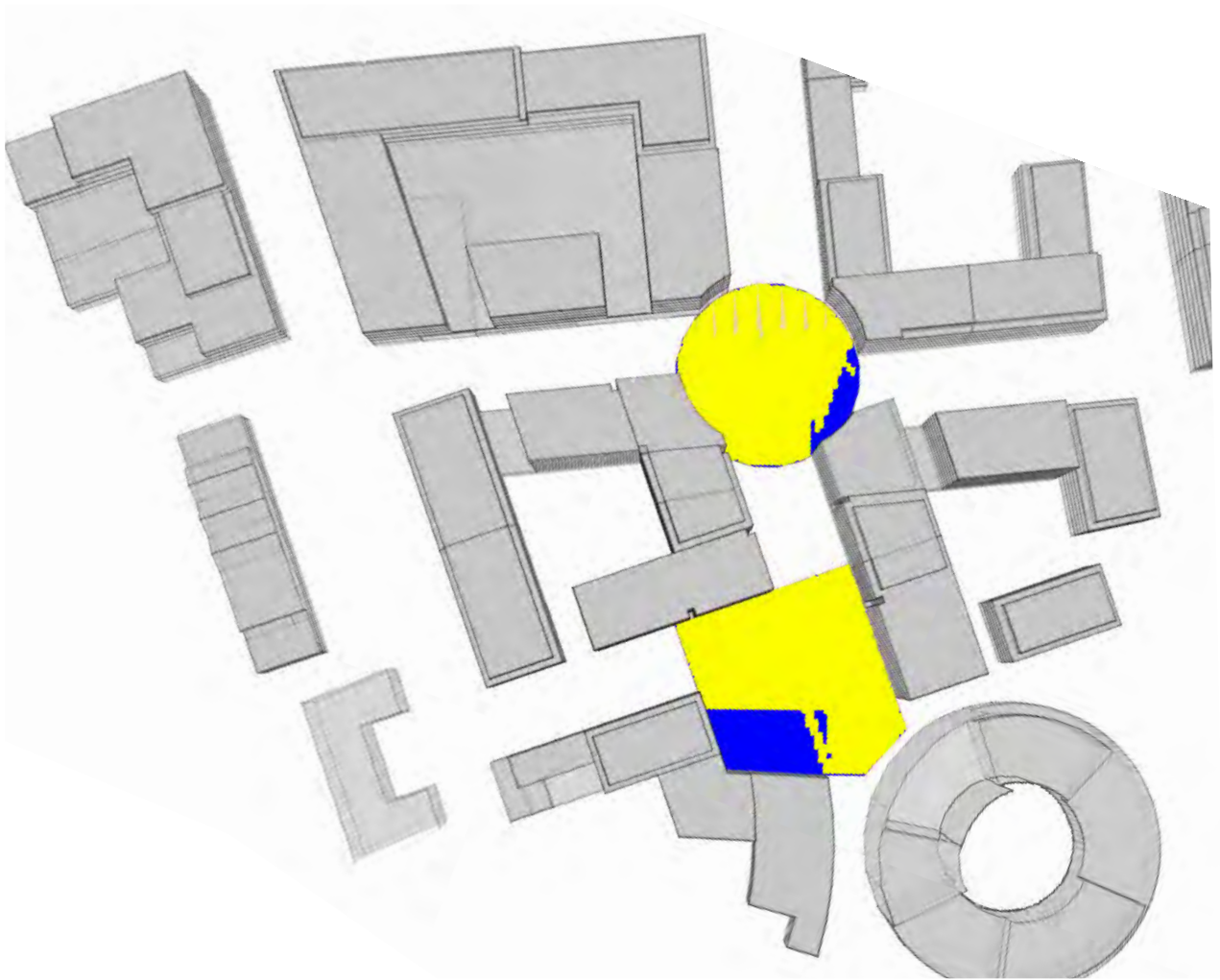
The diagram on the opposite (bottom) is a graphical representation showing how the sunlight is distributed over Masterplan throughout the day. A snap shot is taken every hour from 9:00 - 16:00 on 21 June which shows clearly the path the sun will take, and hence where the shadows will be cast.

Shading of Streets

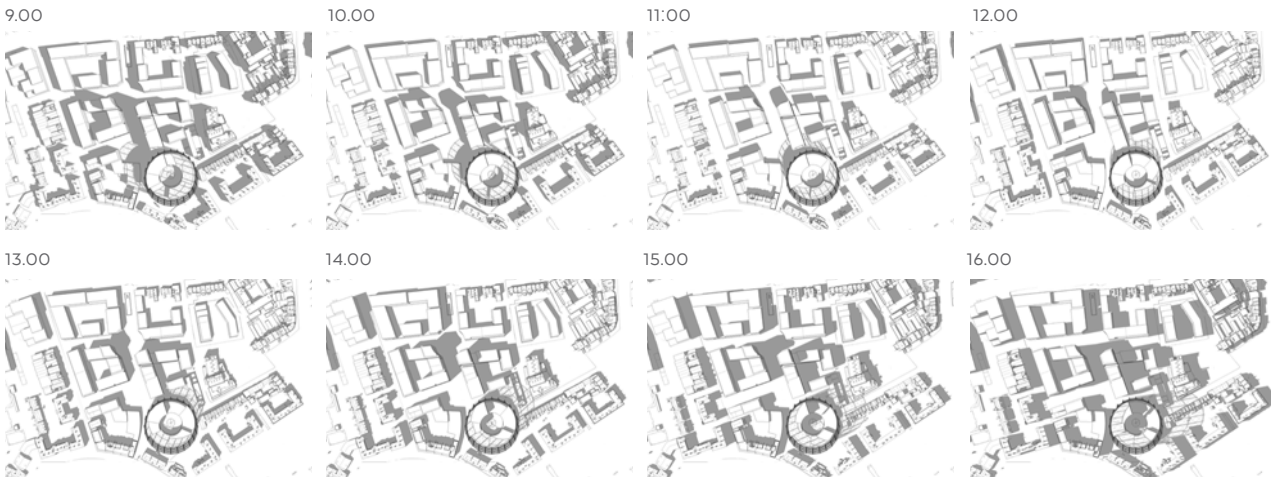
Shading studies are not normally required for streets, usually it's just the public and private amenity spaces that require investigation. This is because it is generally accepted that in any development there are streets of different orientations, which will receive different amounts of sunlight. North-south streets will have good sunlight, and east-west streets will have a sunny side to the north and a shady side to the south. Thus some shady streets are part of every urban area and as roads are for walking down, shade is not necessarily a problem.

A measurement of the proposed public realm shows that around 80% of the enhanced existing public realm (i.e. Vauxhall Street and Montford Place) and 72% of the new public realm in the masterplan (including Gas Holder Place and the Lime Grove) is north-south orientated which ensures the street will receive sunlight through the middle of the day.

Thus the overall the proposals can expect good sunlight levels in the public realm.



Overall Shading Study of Masterplan Public Spaces on 21 March



Hourly Shading Study of Masterplan on 21 June

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9.9 KEY LOCAL VIEWS

1 MONTFORD PLACE

This is a sensitive view from Montford Place, a residential street east of the site. The view is through the Kennington Conservation Area, with Grade II listed buildings on the south side of the street and a view of the Grade II listed gasholder no.1 at its end.

The massing of the building within the retained Gas Holder No.1 would relate comfortably to the height of the existing foreground streetscape and the upper part of the gas holder's guide frame would remain clearly legible against the open sky, enabling the frame to be discernible and retain its heritage significance and important contribution to the local townscape.

The proposal has the potential to enhance the quality of the termination of the view and mediate between the intimate scale of the conservation area and the much larger scale of the existing gas holder and Distillery.



1. Existing view from Montford Place



1. Artists impression of proposed massing

2 KENNINGTON LANE

This is a sensitive view across the Kennington Conservation Area, with an early 19th century Grade II listed terrace in the foreground. The proposed massing of development within the Masterplan would repair the low-quality street frontage currently provided by the Tesco car park and store to Kennington Lane to the west and to the edge of the conservation area.

The taller buildings within the Masterplan area would be set back from Kennington Lane within the centre of the area. The upper storeys would be slightly visible above the street frontage, but would not be overbearing and would add visual interest and urban layering to the skyline beyond the Conservation Area, and mark the location of the new square and employment hub within the Masterplan area.



2. Existing view from Kennington Lane



2. Artists impression of proposed massing

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9.9 KEY LOCAL VIEWS

3 KENNINGTON PARK ROAD

This is a sensitive view from within in the Kennington Conservation Area across Kennington Green, with Grade II and Grade II* Listed buildings forming the backdrop of the Green and a view of the existing Grade II listed gas holder dominating the view and locally listed Beefeater Gin Distillery on the skyline beyond.

The proposed massing would be visible beyond the Green to either side of the Beefeater Gin Distillery.

The building within the retained Gas Holder No.1 would be below the height of the structure, enabling the frame to be discernible and retain its heritage significance and continue its important contribution to local townscape. The upper part of the gas holder's guide frame would remain clearly legible against the open sky as a local landmark.

The visibility of development in the Masterplan area beyond the Beefeater Gin Distillery would reinforce the enclosure of the west side of Kennington Green, and its well-articulated skyline and vertical grain would complement the character of the Conservation Area.



3. Existing view from Kennington Park Road

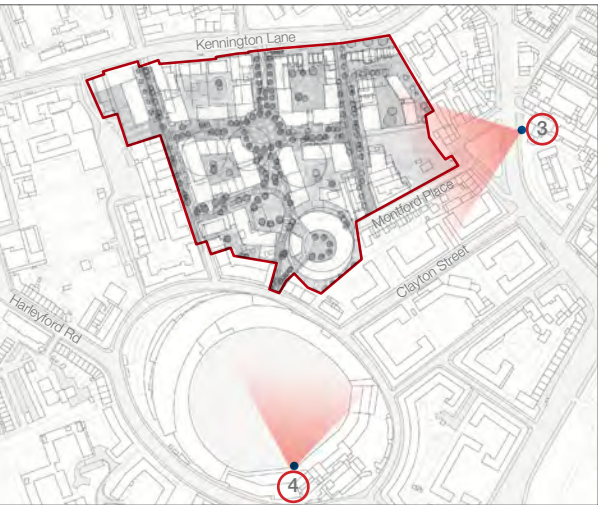


3. Artists impression of proposed massing

4 KIA OVAL CRICKET GROUND

This view is taken from the south eastern corner, within the Oval Cricket Ground. The guide frame of the Grade II listed Gas holder No.1 is an important local landmark that characterises some views from the ground.

The proposed masterplan massing would rise above the existing townscape surrounding the Oval and would be visible in the backdrop to the cricket ground. The gasholder's guide frame would remain clearly legible against the open sky as the tallest and most prominent element of the view's composition. Any building within it would retain views through the gasholder structure ensuring its significance is not harmed.



4. Existing view from within Kia Oval cricket ground



4. Artists impression of proposed massing

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9.9 KEY LOCAL VIEWS

VIEWS WITHIN THE MASTERPLAN

The massing within the Masterplan has been carefully developed to create a streetscape which is interesting and varied with buildings of different heights and streets, and spaces of different widths and proportions. This will create an exciting and dynamic internal environment.

The heights and separation distances between buildings have been designed to allow sufficient light to streets, spaces and the interiors of the buildings. The heritage assets are at the heart of the development, with the retained gas holder visible in lots of different views, and terminating the main views south through the site.



View 1 - Along Phoenix Street from Montford Place



View 2 - Towards The Lime Grove and Gas Holder No.1



View 3 - From Kennington Lane along Cutler's Way Towards Gas Holder Place.

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9.10 ARCHITECTURE AND CHARACTER AREAS

FEEDBACK

There was feedback during the consultation which suggested there should be further development into the character of the site and the design and appearance of the buildings, and that a design code may be appropriate.

“to ensure that the masterplan is part of the local neighbourhood.”

Design codes are utilised in conjunction with Outline Planning Consents to define acceptable architectural and massing design where the planning approval for appearance is a reserved matter. The OAKDA masterplan is not intended to be submitted for planning approval, and so design codes are not an appropriate mechanism at this time.

However, we share the aspiration that the design and materials of the buildings should relate to their context, and the artist sketches that have been shown should provide re-assurance that this is what is intended.

The use of sympathetic materials, common fenestration proportions and other features found in the local area, will enable the OAKDA proposals to feel like a part of Oval and Kennington, whilst being of their time.

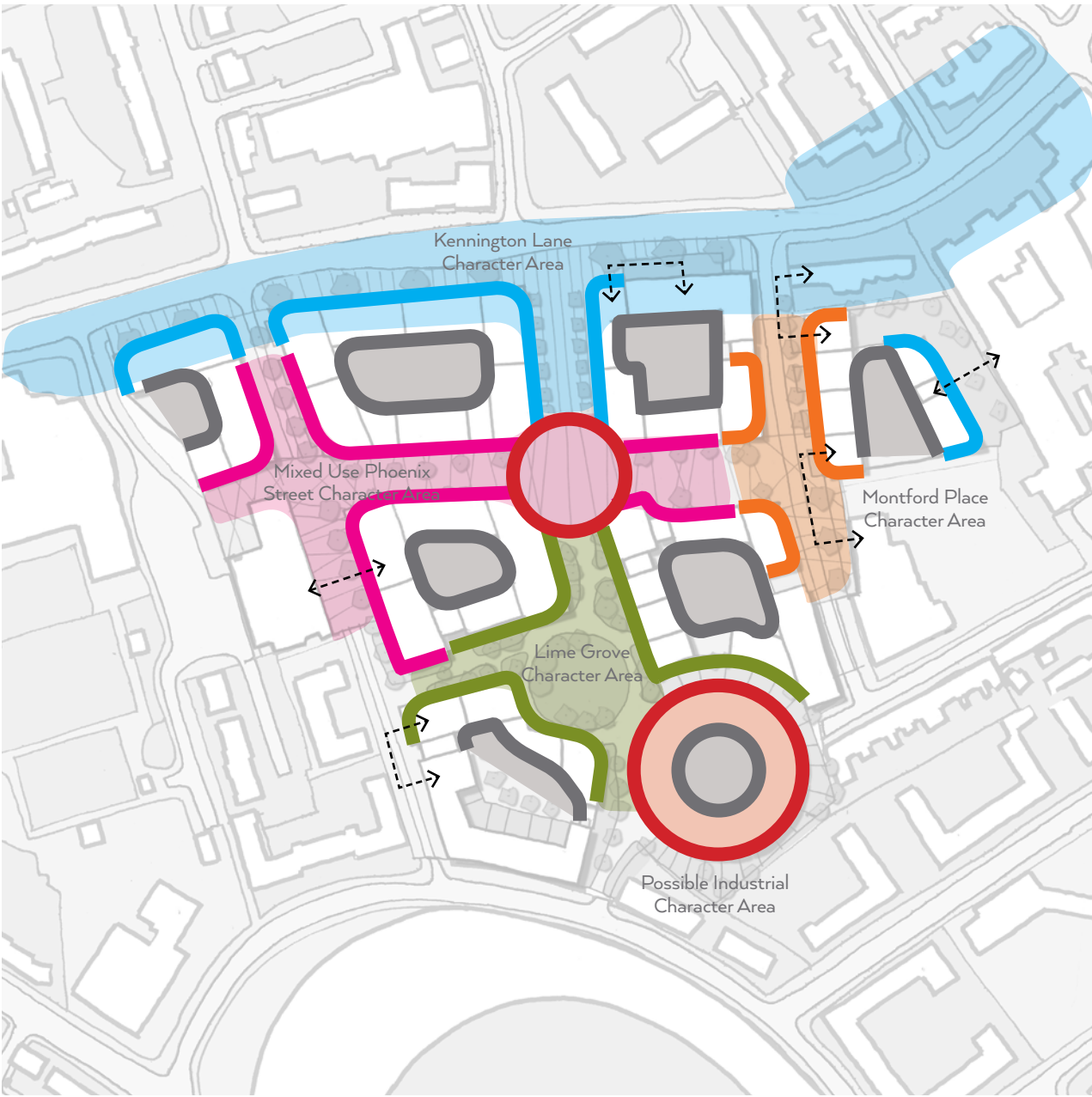
CHARACTER

There are a number of principles relating to architecture which the masterplan envisages will create the right character that is appropriate for its location. This can be described with the following statements

An architecture which...

1. On an existing street, relates to the architecture of its neighbours, particularly where these are part of a conservation area. Such buildings could be fairly traditional in appearance, and use similar floor to floor heights, window proportions and matching materials as their existing neighbours.
2. Relates generally to the architecture and building features of the Kennington / Oval building area, for example using curved corners.
3. Allows for flexibility of architectural treatment, further into the interior of the site. This is where the sensitivity to the Oval/Kennington conservation aesthetic reduces, allowing greater freedom of expression.
4. Acknowledges the industrial heritage of the site (the gasholders and the distillery) and potentially makes use of more industrial materials in selected locations.
5. Is appropriate for the proposed height and uses of the buildings, which would mean not ‘stretching’ a traditional appearance to fit onto a tall building.
6. Follows the traditional approach of creating simpler private backs and public fronts with more expression, particularly for courtyard elevations of buildings within perimeter blocks.
7. Is controlled using character areas, which are shown opposite and define the kinds of building treatments that could be expected in different parts of the site, and which relates to streets, rather than plots.

The above will be provided in further detail with the OAKDA masterplan document.



Illustrative Proposed Character Areas

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- Possible Industrial Character Area
- Courtyard “private backs”
- Kennington Lane Character Area
- Mixed Use Phoenix Street Character Area
- Montford Place Character Area
- Lime Grove Character Area

Buildings should have a close relationship with their neighbour

9.11 BUILT FORM ASSESSMENT

KEY BENEFITS THROUGHOUT

- Listed Gas Holder No.1 retained and preserved as the dominant feature in the skyline.
- Urban grain improved - respecting and integrating with existing local area
- Building heights respect local and strategic views as well as the significance of heritage assets.
- Key street frontages improved and maximised throughout the proposals
- Reduction in building heights mean that Gas Holder No. 1 is the tallest structure in the Masterplan area.
- View from Kia Oval maintained.

The Masterplan proposals provide significant benefits to the local area by improving the local townscape, particularly by improving the Masterplan area’s boundaries which are of a low quality or result in inactive or dead frontage. The Masterplan would make Oval and Kennington a better place to live and work, through provision of a significantly enhanced and high quality environment.

The Masterplan achieves these improvements while respecting the existing context, including urban grain, building heights, building lines, local distinctiveness and heritage assets. Local Plan Policy Q5 relates to local distinctiveness, and states that the local distinctiveness of Lambeth should be sustained and reinforced through new development. Proposals will be supported where it is shown that design of development is a response to positive aspects of the local context in terms of urban block and grain, patterns of space and relationship, townscape/ landscape character, built form (bulk, scale, height and massing) siting, orientation and layout and relationship with other buildings and spaces. Materials and other more detailed matters are also considered in the policy. These will be further detailed in future plans applications.

Recognising that the existing local townscape context is highly varied, and not in all cases of high-quality, the Masterplan document demonstrates how these will be enhanced to meet policy criteria. The proposals acknowledge and respect the positive elements of the existing urban grain; they create appropriate spaces between buildings, and would respond to local character and built form. Siting, orientation and layout of buildings has also had regard to existing buildings adjoining the Masterplan area.

London Plan Policy 7.6 relating to architecture and Local Plan Policy Q7 relating to urban design in new development are also relevant. The policies refer to matters of architectural which will be considered at detailed planning application stage as sites within the Masterplan area come forward for development. But the policies also contain important urban design considerations that the Masterplan should be assessed against. These include:

- London Plan Policy 7.6 states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. Buildings and structures should be of the highest architectural quality, be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and should optimise the potential of sites. The Masterplan proposals comply with the policy.
- London Plan Policy 7.6 acknowledges the need for architecture to optimise a site’s potential in order for it to be considered acceptable. The Masterplan proposals optimise the area’s potential by locating tall buildings in suitable locations on the site, having regard to potential impacts on strategic and local views, and relationships and impacts with neighbouring properties.
- Lambeth Local Policy Q7 states that new development will be supported if it has a bulk, scale/mass, siting, building line and orientation which preserves or enhances the prevailing local character. As discussed in this document, these matters have been considered in determining the layout and massing of the proposals, and the resulting development would enhance the local character.

Four of the buildings in the Masterplan will be considered tall buildings. Adopted Local Plan and London Plan policy will therefore be relevant to the Masterplan proposals. The London Local Plan and Lambeth Local Plan include policies relevant to tall buildings. London Plan Policy 7.7 states that tall and large buildings should be part of a plan-led approach to change by identifying appropriate locations for them. The Masterplan is intended to inform a review of the Lambeth Local Plan which represents an opportunity for the Masterplan area to be identified as a suitable location.

The London Plan prefers that tall buildings are limited to the Central Activities Zone, Opportunity Areas, and regions of intensification or town centres with good public transport access. The Masterplan area is not in any of these designations, but is a location that has excellent public transport accessibility and will, through the delivery of the Masterplan, create a significant new employment hub with other complementary uses including leisure and cultural destinations, public realm and heritage qualities that warrant a tall building as a marker. Tall buildings in the Masterplan area would improve the legibility of the area by emphasising its significance. The tall buildings would not harm local character, and would improve the skyline, in compliance with Policy 7.7.

The relevant policy in the Local Plan is Policy Q26, which states that proposals for tall buildings will be supported where they are located within areas identified as suitable for tall buildings, where there is no adverse impact on the significance of strategic or local views, design excellence is achieved and the proposal makes a positive contribution to the

townscape and skyline either individually to form a distinctive landmark or as a contribution to a group. Tall buildings must be of the highest standards of architecture and materials and must not have an unacceptably harmful impact on their surroundings.

The tall buildings in the Masterplan area would comply with the policy. The Local Plan Review provides the opportunity, and this document provides the evidence, that the location is suitable for tall buildings. The tall buildings in the Masterplan area would not harm strategic or local views and they would contribute positively to the townscape, forming a distinctive landmark. The community are also concerned that development in the area could result in poor quality tall and large buildings. However the tall buildings in the Masterplan area will be designed with lessons learned from unsuccessful developments in the area to ensure that they result in high quality environments and landmarks.

The Masterplan proposals are therefore sustainable development with respect to the built environment. The growth accommodated in the Masterplan area can be delivered without harming the character and quality of the built environment; indeed the development would provide considerable enhancements to the local context that would improve the environment for the existing population and workers.

The buildings themselves, and their associated landscaping and ancillary infrastructure would also be built to meet exemplary standards of environmental sustainability. They would minimise energy usage and provide a proportion of their energy demand from on-site renewable sources, reducing their carbon emissions and helping to protect the environment from climate change.

The Masterplan balances the economic needs of the area to provide land suitable for employment opportunities and the social needs imposed by the great need for housing with the imperative to protect the built environment and the environment generally.

Other reference material:

- Townscape Assessment by Tavernor Consultancy

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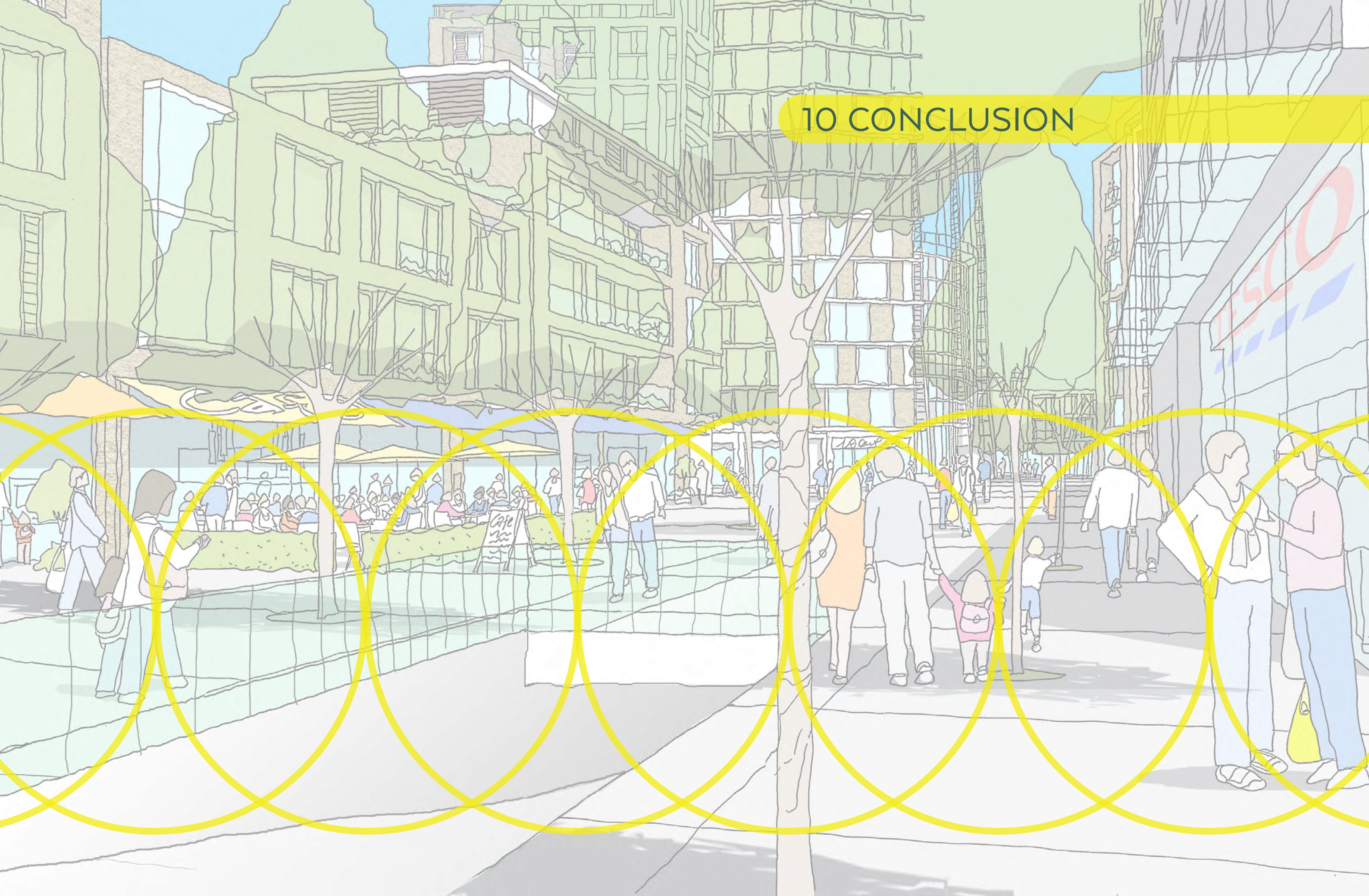
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10.1 KEY BENEFITS

THE MASTERPLAN

The OAKDA Masterplan process has provided an in-depth analysis of the area and the wider context, which has informed the proposed Masterplan. Collectively this analysis has informed the resulting proposals.

The initial technical studies established the key opportunities and constraints, and identified an initial setting against which the Masterplan proposals have been developed.

The Masterplan has sought to respond to each of these factors, drawing on the local identity which will allow the site to be reclaimed and integrated back into the Oval and Kennington area, to the benefit of local residents and the wider area in Lambeth.

The proposed Masterplan will deliver a sustainable high quality mixed use development, providing jobs, homes and public space that will enhance the local area.

SITE ALLOCATION

The key issue now is that the Masterplan along with community consultation outcomes is robust, so that it can act as an evidence base for Lambeth as part of their early review of their Local Plan. This will then allow the Council to consider de-designation of the KIBA that affects the site, allowing more flexibility in the future development that could come forward in the OAKDA Masterplan Area.

The key benefits of the OAKDA Masterplan were introduced at the beginning of the document. Each theme has been assessed in detail and supports the identified key benefits which are reiterated as follows:

HERITAGE

- Heritage assets reflected in the Masterplan
- Surrounding Conservation Areas enhanced and the small area of Kennington Conservation Area in the Masterplan will be greatly improved.
- Grade II listed Gas Holder No 1 refurbished and retained.
- Other elements of the cultural heritage to be reflected in the landscape and building design.

COMMERCIAL

- 465% increase in the number of jobs provided in the masterplan.
- Masterplan will support up to 1,430 jobs.
- Range of employment space to be provided including a range of active uses.
- Employment hub (The Generator) to be created to support smaller and medium-sized businesses.
- New employment opportunities for the local area.
- Flexible commercial or cultural space.

WASTE

- Building design will minimise waste
- High proportions of construction waste recycling on site
- Occupiers encouraged to recycle and re-use waste
- Innovative ‘up-cycling’ uses will help meet Lambeth’s targets.

RESIDENTIAL

- Around 1250 high quality new homes.
- Mix of tenures – 40% affordable target.
- Increased activity in a currently under-developed location.

MOVEMENT

- Masterplan area opened up and integrated with the surrounding neighbourhood.
- Priority given to pedestrian and cycle routes which integrate with the surrounding neighbourhood.
- Large, impermeable Gas Works site opened up for access for the first time in 150 years.
- Sustainable transport encouraged for workers and residents.
- No through routes for vehicles

PUBLIC REALM

- Large areas of new public realm.
- Existing areas of new public realm improved.
- New green public open space – no green space currently.
- Improved biodiversity.
- Safe streets for pedestrians and cyclists.
- Central multi-use space.
- Fully integrated public realm and landscape strategy that builds on the heritage and distinctive character of the local area.

BUILT FORM

- Urban grain improved – respecting and integrating with existing local area
- Building heights respect local and strategic views.
- Key street frontages improved and maximised throughout the proposals
- Grade II listed Gas Holder No. 1 retained as a dominant feature in the Masterplan.
- View from Kia Oval maintained.



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10.2 THE CASE FOR DE-DESIGNATION

INTRODUCTION

The Masterplan areas is in a central London location, but currently under-delivers against its significant potential. It represents an opportunity to provide a much more successful and sustainable development that fulfils many objectives of the Lambeth Local Plan and London Plan.

The document outlines the Masterplan and the benefits it would bring to the local community, Lambeth, and London. It demonstrates that development of the land in accordance with the Masterplan, would build on strengths and opportunities in the area, and allow the land, to be optimised for a high-quality mixed-use development that would deliver against a wide range of the borough’s objectives, to improve the local area and the lives of the people that live and work in it.

The key benefits of the Masterplan are summarised on the previous page.

The Masterplanned development set out in this document cannot become a reality if the site remains designated for Key Industrial and Business Land. This concluding section of the document draws on the proposals, assessments and benefits set out in the previous sections to make the case for why the KIBA should be de-designated and a Site Allocation established for the area to be developed in accordance with the Masterplan.

PLANNING CONTEXT

Designation or de-designation of KIBA land is done at the Plan-making stage. Lambeth Council dedesignated some KIBA land and designated new KIBA land through the recently adopted Local Plan.

Berkeley Homes and SGN sought de-designation of the Montford Place KIBA through the Local Plan process but it was agreed between these parties and Lambeth Council that de-designation of the Montford Place KIBA could not be accommodated in that process. The potential decommissioning of the Oval Gas Works came too late in their Local Plan process to make such a substantial change. However Lambeth did respond to the representations made by Berkeley and SGN by adding new wording to the supporting text to Policy PN8, which is the Places and Neighbourhoods Policy relating to Oval and Kennington.

The main wording of Policy PN8 states that the Council will support the role of Kennington and Oval as an important residential and employment area through reinforcing and adding to the quality of its existing well-defined character and sense of place. This will be sought through (inter alia) improved public realm around the Kia Oval (cricket ground) to provide an enhanced experience for visitors, better links between local facilities and public transport; creating and improving public realm and public spaces; improving the quality and extent of shopping and other appropriate town centre uses within the area; improving the range and quality of employment and housing. The policy also acknowledges that developments in the vicinity of the gas holders will be influenced by advice from the Health and Safety Executive.

The new wording to the supporting text to Policy PN8 acknowledged that the gas holders may become surplus to requirements during the lifetime of the plan and a Masterplan or planning brief for the site and its vicinity may be needed to guide future development.

It was further agreed between Berkeley, SGN and Lambeth Council that the designation of the land as KIBA could be revisited through a Local Plan Review.

PLANNING POLICY

While Policy PN8 is a material consideration, there is no Local Plan Policy that directly addresses the designation or de-designation of KIBAs. London Plan and NPPF policies therefore become relevant considering whether de-designation of such sites is sustainable.
NPPF

As set out in Section 2, the NPPF promotes sustainable development, which means ensuring better lives for ourselves without compromising the quality of life for future generations, through growth. The NPPF acknowledges that growth must take place in order to accommodate the new ways by which we will earn our living and house a rising population which is living longer and wants to make new choices.

Paragraph 22 of the NPPF states that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It advises that land allocations should be regularly reviewed, and where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

London Plan

Section 2 explains that the GLA’s Plan provides the strategic policy context for London.

London Plan Policy 5.22 (Hazardous Substances and Installations) states that planning authorities should ensure that the timing of decommissioning of hazardous installations and implications for development are reflected in proposals. Authorities should ensure that land use allocations for hazardous installations take into account of the need to incentivise and fund decommissioning.

The London Plan’s policies on employment land recognise the need to manage the protection and release of industrial land to ensure the availability of

sufficient and suitable workspaces in terms of type, size and cost, supporting infrastructure and a range of sizes of employers. It advises that authorities should plan for the release of surplus industrial land so that it contributes to strategic and local planning objectives, especially to provide more housing.

Taken together, these national and regional policies provide strong policy support for considering the de-designation of KIBA land that is under-utilised, particularly where that land has hazardous status. They make clear that the indefinite designation of such land without clear vision for how it could come into sustainable use is perilous, because it prevents London from bringing about the positive change needed to fulfil wider objectives.

Against this background, the planning authority must consider whether the retention of the land for its current designation is outweighed by the benefits that could be brought from de-designation.

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MERITS OF DE-DESIGNATION

It should be recognised that de-designation of the KIBA land would not result in the land being lost for employment use. Regardless of its designation, other Lambeth Local Plan policies such as policy ED2 would also safeguard the land for future employment use, as part of a mixed-use development. The Masterplan proposals would comply with ED2.

As demonstrated at Section 5, the Masterplan would significantly improve upon the employment offer of the land, which is its current planning designation and of primary importance when balancing the merits of de-designation of the land. The Masterplan proposals would increase the amount of employment floorspace and the number of jobs created. It would create jobs that are consistent with projected demand in the borough. Therefore, on employment matters alone, redevelopment of the area pursuant to the Masterplan proposals are considered justified.

The other key benefits of development are summarised above in Section 10.1 and demonstrated in Sections 04 - 08. These add further weight to the case for de-designation. While the entire suite of benefits must be considered together in weighing the case for de-designation, the significance of the area’s contribution to London’s supply of housing warrants particular attention.

The need for housing in London is described in the London Plan as “desperate”. Lambeth achieves well against its own housing targets, but it must also be acknowledged that London Plan and Local Plan policy state that the authorities will seek to exceed their targets and will take full advantage of opportunities to deliver new housing. De-designation of the KIBA would enable Lambeth to take such an opportunity while also being satisfied that the employment imperatives of the Plan have been addressed.

The de-designation of the land to enable substantial new housing would be consistent with other strategic development in the wider area. The Masterplan area is located near to two major London Opportunity Areas which are expected to experience considerable growth in housing and employment uses. The Oval and Kennington Area can capitalise on their intensification by providing further opportunities.

It must also be recognised that retaining the KIBA designation would not preclude the development of the land in the Masterplan area for the employment uses proposed, although they would have to be developed in isolation from the residential and other non-business uses proposed. The likelihood of this happening is very low, recognising site-specific considerations, which relate largely to the presence of the gas holders.

The gas holders are central to the Masterplan proposals and to the future use and development of the site, and also on land for a considerable distance around them. Their de-commissioning is the catalyst for a review of the Lambeth Local Plan, and for this Masterplan. Their rare twin designation of being hazardous installations and locally listed heritage assets makes the Montford Place KIBA unique in Lambeth.

Any significant redevelopment in the area will require the gas holders to be fully de-commissioned, which is a costly process. Without their de-commissioning, the HSE will almost certainly prevent any significant development in their blast zone, which extends well beyond the Masterplan Area. London Plan Policy 5.22 accordingly acknowledges the importance of planning to decommission such installations and the need to incentivise and fund the decommissioning.

To make full use of the 14,192sqm of land they cover and to enable decontamination and remediation of that land, the gas holders need to be removed completely. Their status as heritage assets and how their heritage can be preserved must be fully considered. The Masterplan proposals intend to preserve their significance by removal, refurbishment, and replacement of Gas Holder No.1, and to reflect the other notable gas holders in the design of the buildings and public realm.

It must also be recognised that decontamination of the Gas Works site would be required regardless of what type of redevelopment came forward for the land. Decontamination would also be very costly, and this would be exacerbated by high land values in the area.

The likelihood that the employment-generating proposals set out in the Masterplan document could come forward without subsidy from profitable land uses such as residential is uncertain. Likewise, benefits from alternative development that complies with policy ED1 while the land is designated as KIBA, which excludes residential land use, is equally uncertain for the foreseeable future. Paragraph 22 of the NPPF warns against the danger of long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It advises that applications for alternative uses of land or buildings should be treated on their merits having regard to the relevant market and the relative need for different land uses to support sustainable local communities.

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The likelihood of land within the KIBA or its blast zone coming forward for development that would enable it to meet its potential is very low recognising the site’s particular circumstances of being a hazardous installation, containing heritage assets, high land values, a contamination and the costs of successfully addressing these on land that does not allow for high-value uses.

These constraints also affect delivery of the significant Tesco foodstore site which, without the added value of being incorporated into a wider regeneration of the area, and due to the blast zone, has not come forward previously and is not likely to come forward in future. In this regard the designation is stifling development in the Masterplan area, and due to the blast zone, the area beyond.

The review of the Local Plan provides an opportunity to consider de-designation of the Montford Place KIBA and to introduce a site allocation based on this draft Masterplan. This would enable the Masterplan’s benefits, which include first and foremost a substantial boost to employment to be secured through future detailed planning applications.

The Masterplan proposals would be sustainable development. The proposals would enable considerable economic growth, along with significant environmental improvements and new homes while ensuring that the historic, environmental and social environments are not compromised for future generations.

The de-designation of the KIBA should therefore be positively considered, subject to community consultation, to enable the Masterplan development to proceed.

10.3 MASTERPLAN DELIVERY - PHASING

The development of the draft masterplan has considered the way in which the sites under different ownerships within the masterplan area could be delivered at different times. This flexibility ensures that the masterplan is deliverable.

The land parcels to the east of Montford Place (Former Distillery LUL land - plot 4) and to the West of Vauxhall street (Big Yellow Self Storage and 301 - 303 Kennington Lane - plot 1) can be developed separately without impacting on the main area of the masterplan.

The masterplan design for the two main land parcels (the Tesco site and Oval Gas Works) is more integrated but still allows them to be developed separately.

The uses in the site and their allocation in different blocks also means that the phasing will allow for a comprehensive redevelopment of the site. The Oval Gas Works, most likely to come forward as the first phase, will include the entirety of the Generator. This delivers a large proportion of the jobs on site and can be delivered without any of the other phases having to come forward and can be accessed directly from Vauxhall Street or from the south of the site via Kennington Oval.

Both sites have independent access points for pedestrians, cycle and vehicles. Both sites also can be independently serviced. The phasing of the development and the way in which blocks have been designed also means that key routes through the masterplan will be preserved.

If the Oval Gas Works site comes forward in advance of the Tesco site, the north-south route from Kennington Oval will be constructed up to the boundary of the Tesco site.

Tesco may allow this route to connect through to their land in the interim period, until their site is developed.

Once the Tesco re-development is completed the North South route can then be completed and will run all the way to Kennington Lane, delivering the whole route of Cutler's Way.

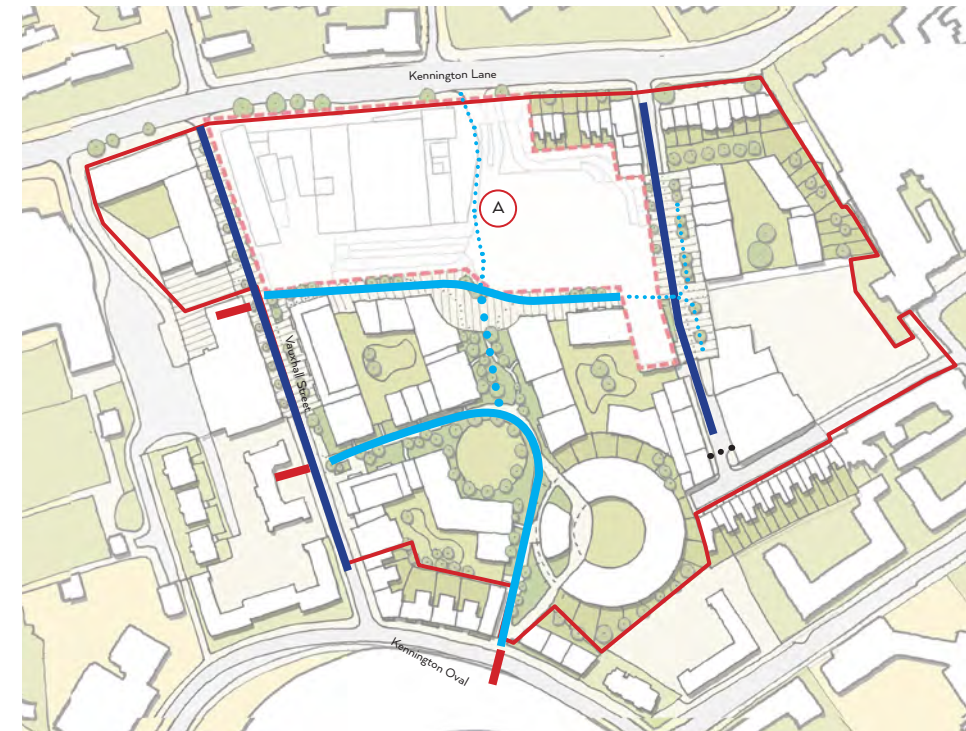
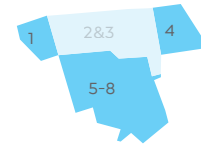
The East West route along the boundary between the sites can be completed for half its width, providing this route across the site in the interim period.

If the Tesco site comes forward in advance of the Oval Gas Works site, the north-south route from Kennington Lane will be constructed up to the boundary of the Oval Gas Works site.

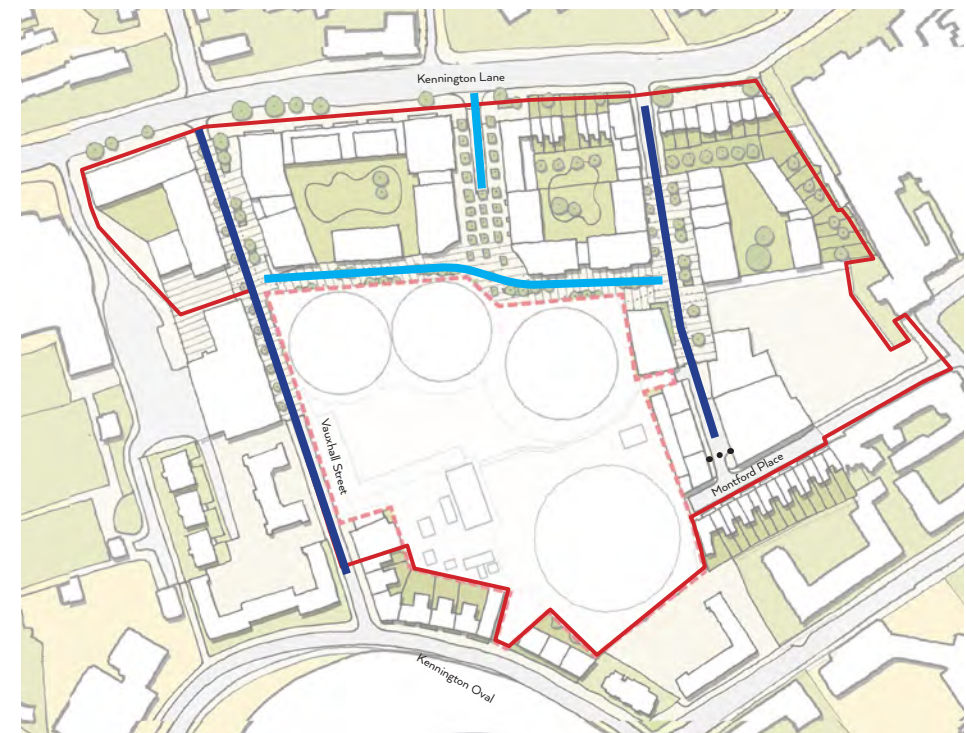
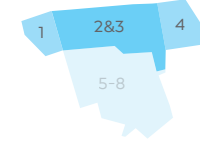
In this scenario it is unlikely this route will be able connect through the Oval Gas Works land in the interim period.

Once the Oval Gas Works re-development is completed the North South route can then be completed and will run all the way to Kennington Oval, delivering the whole route of Cutler's Way.

The East West route along the boundary between the sites can be completed for half its width, providing this route across the site in the interim period.



Draft Illustrative Masterplan Layout with all sites developed apart from Tescos



Draft Illustrative Masterplan Layout with all sites developed apart from Oval Gas Works

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10.3 MASTERPLAN DELIVERY - PHASING OF PUBLIC SPACE

The delivery of public space within the masterplan will also be associated with the development of each land ownership parcel.

The diagram opposite indicates the areas of highways land (yellow) which form part of the masterplan public realm proposals, but which are not within private land ownership. It is envisaged that the highway improvements will be agreed between the council and each of the land owners adjacent to the highway.

For Kennington lane this will relate to plots 1, 2 and 3, for Vauxhall Street this will be plots 1, 2, 4 and 7 and for Montford Place this will be plots 3, 4 and 6.

The diagram also shows the proposed public space (orange) which lies within each land parcel.

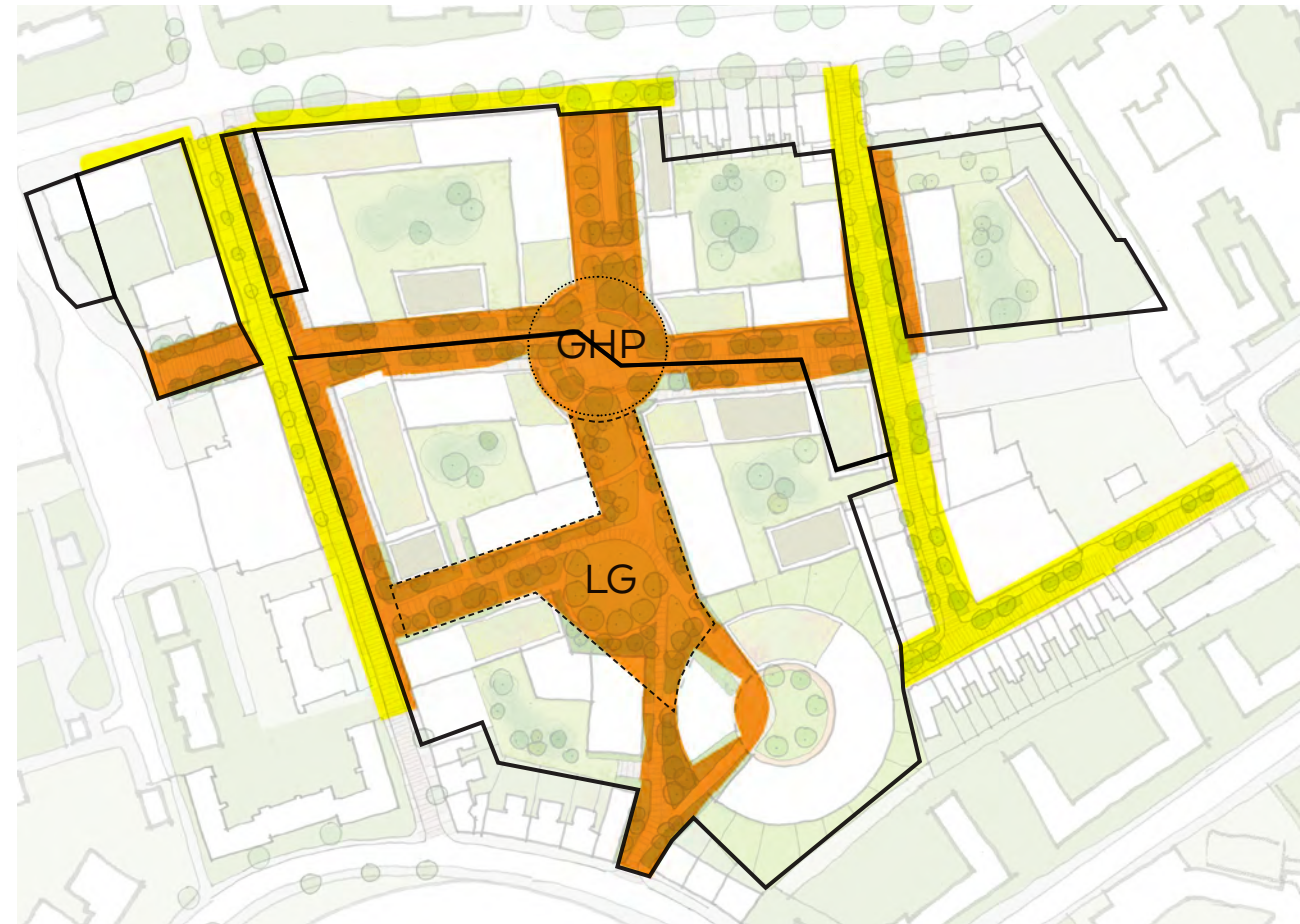
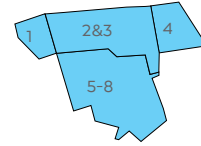
There is a small amount of public space proposed for plot 1 (Yellow Box) and plot 4 (LUL), as well as the Asix site within plot 2.

The majority of public space is provided within plot 2 & 3 (Tesco) and Plots 5-8 (Oval Gas Works). Some areas are entirely within one land ownership, for example the Lime Grove. Whereas other areas, such as the Gasholder Place, are shared between land ownerships, and may need to have a phased delivery.

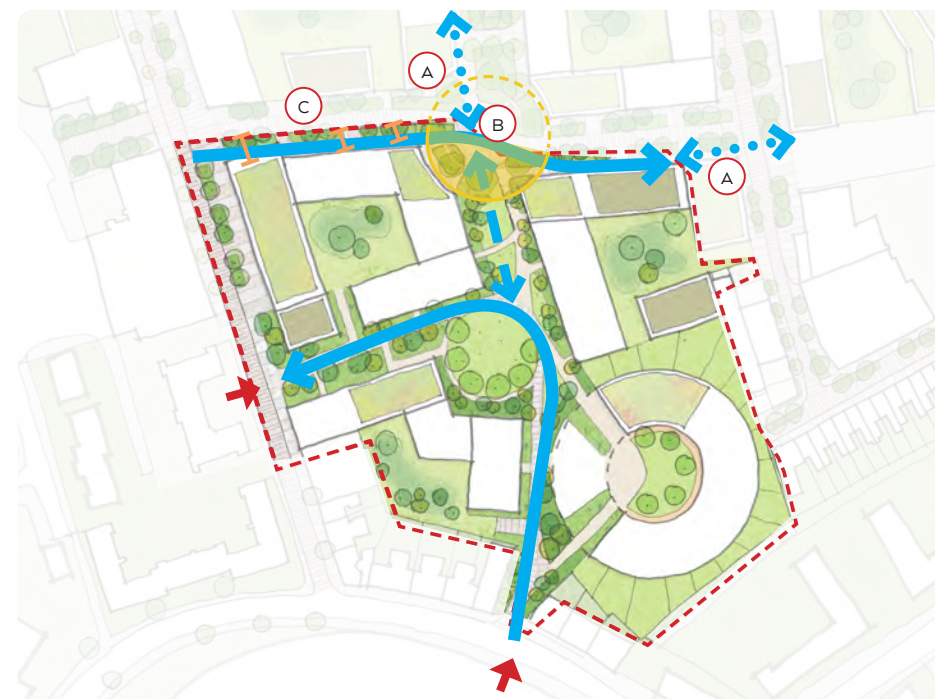
- ⓑ Gas Holder Place

Approximately half of this public space will be constructed within the OGW site, and the second half with the Tesco site. Temporary uses for the space can be implemented during the interim period, for example: farmers markets / allotments could use the space in the mean time.
- ⓑ Pheonix Street

The width of this street will be limited during the interim period between the completion of OGW and Tesco site. This restriction downgrades the status of this route through the masterplan. Access may need to be controlled so that it is closed off when the Generator businesses are closed, and footfall is low.



Landscape masterplan



Landscape plan of OGW site

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Proposed Public Space on Private Land

Proposed Public Space on Highways Land

10.4 IMPLEMENTATION

In order for the OAKDA masterplan to be implemented, the Oval Gas Works site must first be fully decommissioned and redeveloped. There is significant work to be done before the site can be redeveloped. The strategy regarding the largest listed Gas Holder no. 1 will need to be agreed with significant consultation with Historic England. However, it will need to be carefully dismantled and then stored offsite. This is to allow the site to be fully remediated and the ground levels brought down to match with existing streets. This process will take a significant amount of time and the programme will become clearer once a detailed planning application is produced for the site.

In advance of the decontamination there will be a significant amount of work required to modify and change the existing gas infrastructure in and around the site. This will remove live gas equipment that would otherwise pose a major risk to the works and machinery on site and will also mean the site can be fully redeveloped.

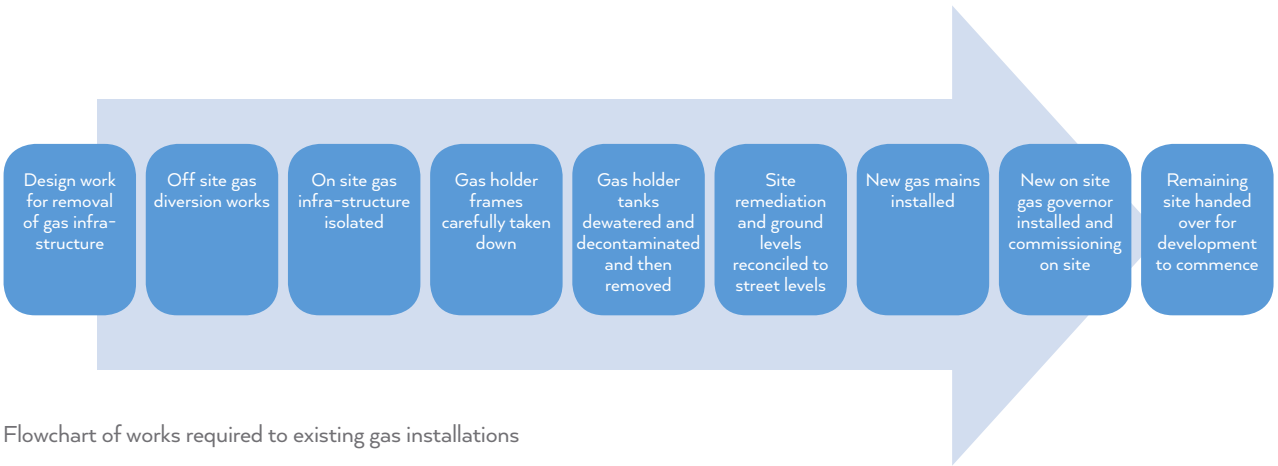
There will also be a requirement to provide some residual gas infrastructure on site in the form of a gas governor to regulate the gas pressure in the network. This will be connected via new gas mains entering and leaving the site.

In addition to the overarching site phasing strategy, there is an additional process required on the Oval Gas Works site related to the decommissioning of the gas holders and the associated Health and Safety Executives (HSE) hazardous installations blast zones. Planning applications made within the HSE blast zones are subject to consultation with the HSE and certain development is restricted.

The HSE consultation blast zones remain in place while the gas holders and related infrastructure are present on site. The following flow chart explains the procedure for their removal which subsequently allows development to commence on the sites within the masterplan area which are also in the HSE consultation blast zone.

The HSE consultation blast zones are removed once the Hazardous Substances licence is rescinded by SGN – this will happen once the gas holders are removed from site and there is no requirement for operational equipment.

Planning applications may come forward whilst the HSE consultation blast zones are in place but the HSE must be consulted. Planning permission may be granted with specific conditions relating to the future removal of the HSE consultation blast zones.



Flowchart of works required to existing gas installations



Offsite Diversionary Works



Site preparation and site set up



Site preparation and decontamination



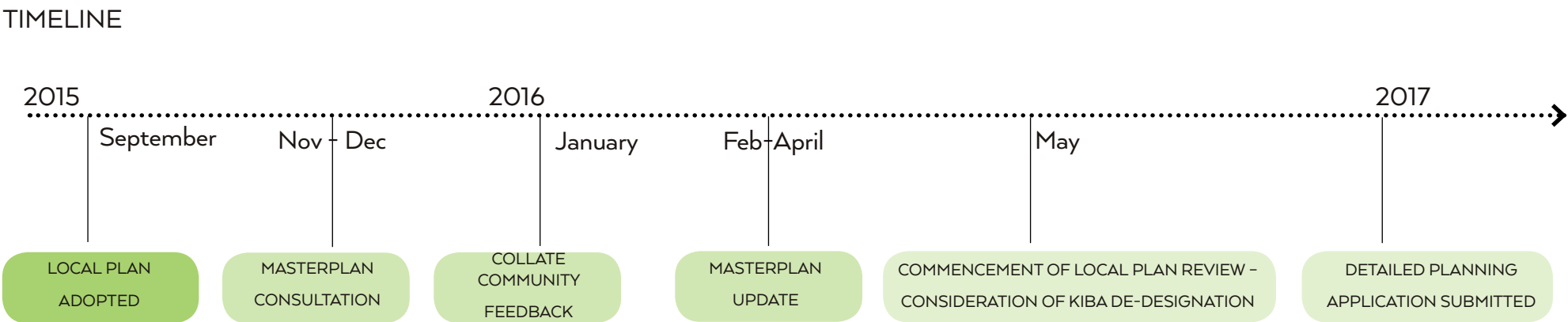
Site preparation



Site preparation and piling

10.5 NEXT STEPS

The Masterplan has been designed so that individual sites within the Masterplan area may come forward for redevelopment as and when they are able to, and they will relate well to the other development sites neighbouring them. The Masterplan framework will mean the redevelopment over time provides a coherent and well considered redevelopment of the area.



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