



# Consultation statement

Vauxhall area Supplementary Planning Document,  
13 October to 26 November 2012



## **Consultation Statement for Vauxhall area Supplementary Planning Document**

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### **1.0 Introduction**

This Consultation Statement describes how the council has worked with the local community, businesses and other stakeholders to develop and consult on a supplementary planning document (SPD) for the Vauxhall and Albert Embankment area.

Lambeth Council is becoming a cooperative council and aims to give residents more involvement and control over the places where they live. Our aim in developing the SPD was *For a pro-active, multi-layered consultation with the whole community, and supported by the community, to co-produce the supplementary planning document.*

To do this we pro-actively worked with community stakeholders to plan and deliver communications and engagement activity that would take the discussion to local residents and businesses. We worked with ward councillors, Stockwell Partnership, KOV Forum and other community representatives – using local knowledge to design many different ways and levels for people to get involved in ways that would suit them.

### **Engagement objectives**

1. To make sure Vauxhall residents and businesses understand the opportunities, both for the area and for them, presented by planned development in the area
2. To agree on a shared vision for the future of the Vauxhall area
3. To agree on shared principles that will determine what type of development we want to see in the area
4. To make sure the process is collaborative and two-way – including feeding back
5. To make sure the process is inclusive – that respondents reflect the local demographic

The development of the SPD has complied with Town and Country Planning (Local Development) (England) Regulations 2012 and with the additional recommendations set out in Lambeth's Statement of Community Involvement (SCI) adopted in April 2008, and our cooperative ethos to ensure that the SPD is a reflection of the community's aspirations for the area.

### **2.0 Background**

The SPD submitted to the Council's Cabinet for adoption is a refresh of a draft SPD consulted on in 2008. The refresh was undertaken in light of the area's designation as an opportunity area and part of

the central activity zone, the publication of the Mayor's Vauxhall Nine Elms Battersea Opportunity Area Planning Framework, development coming forward and the work of the Nine Elms Partnership.

Community involvement and engagement in the drafting of this SPD falls into three phases:

- **Phase 1:** Consultation and feedback from the 2008 draft SPD consultation
- **Phase 2:** A programme of community engagement around the draft development principles and emerging ideas
- **Phase 3:** Statutory consultation on draft SPD October to November 201

This report will discuss the methodology for phases 2 and 3 and give a brief outline of work undertaken for phase 1. Feedback will be discussed according to method and theme, showing how ideas have developed through the stages of drafting the SPD. Reports on individual phases and activities are available on the website and a general summary of feedback is provided as an appendix.

- Mini report on Roadshows
- Mini report on Mole Events
- Mini report on questionnaires
- Mini report on outreach work
- List of contacts for consultee mailout
- Consultation Statement for draft Vauxhall SPD September 2012

In January 2012, a report was taken to the Council's Cabinet, which outlined the main findings from the 2008 consultation and recommended the draft development principles for consultation.

### **3.0 Executive summary of feedback**

This section outlines the key themes arising from the statutory consultation (phase 3) on the draft Vauxhall SPD, October to November 2012. Appendix 1 contains a table of the written submissions and how these have been responded to in the final SPD. Appendix 2 contains a table summarising the feedback in themes from phases 1 and 2 of the development of the SPD.

#### ***3.1 Responses to individual questions***

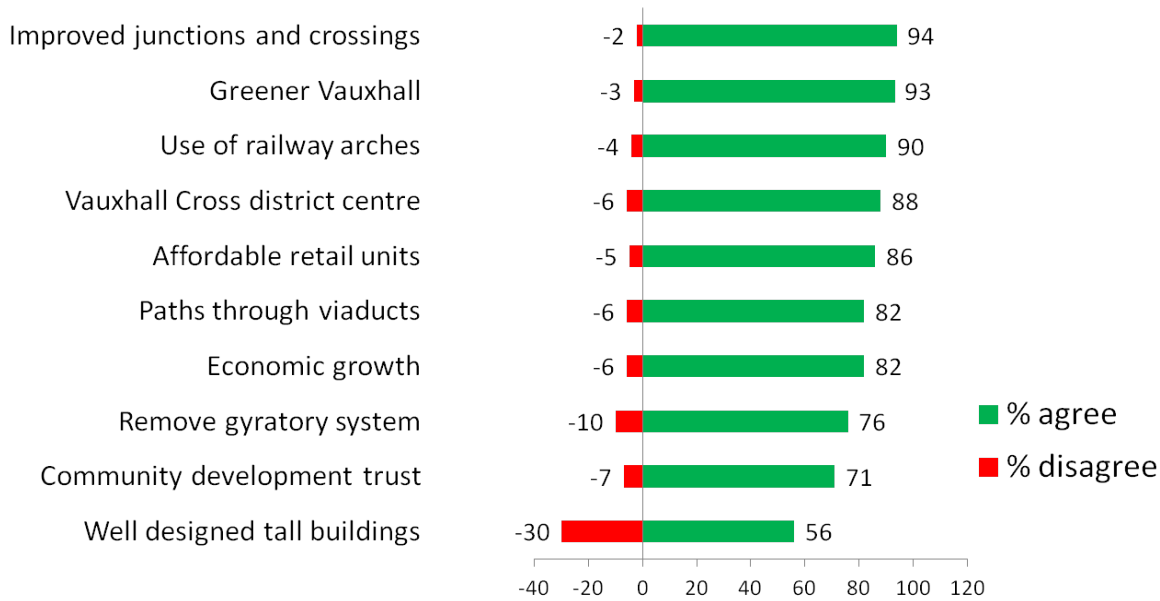
During the consultation 764 questionnaires were returned. In general, there was strong support for the 10 statements reflecting the key proposals made in the SPD.

*"These plans sound excellent. The devil will be detail which is why I have refrained from agreeing strongly markings."* Vauxhall resident, retired.

*At present, I only travel to Vauxhall for Sainsburys at Nine Elms/ a monthly one-stop shop. I have no other reason to spend time at Vauxhall. Th[is] proposal may entice me in the future."* Lambeth resident.

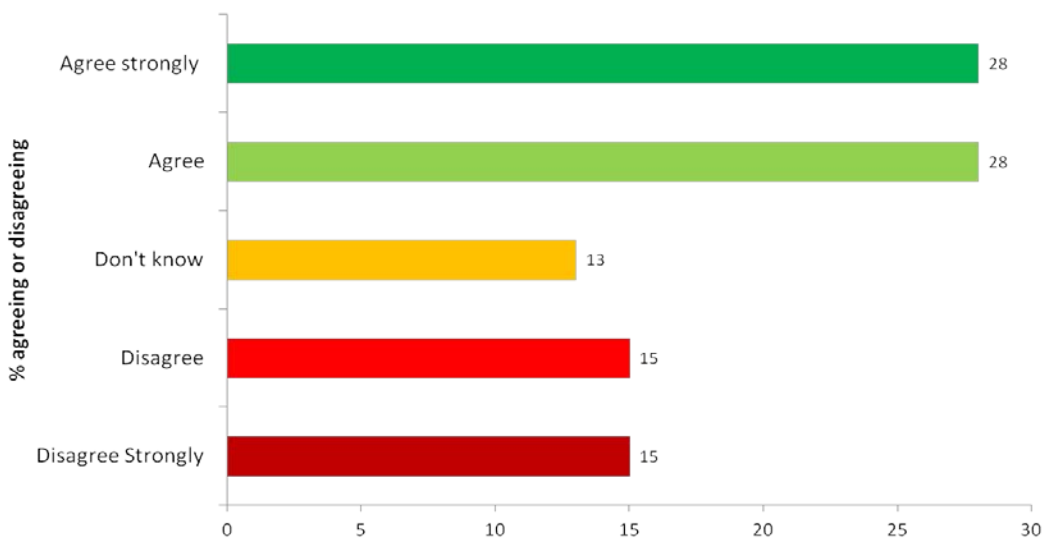
There was strongest support for improving junctions and crossings and making the area greener (94% and 93% agree respectively). Less than 1% of respondents 'disagree strongly' with either of these statements.

The following ten statements reflect some of the key proposals set out in the draft Vauxhall SPD. Let us know whether you agree or disagree with these by selecting the relevant option.



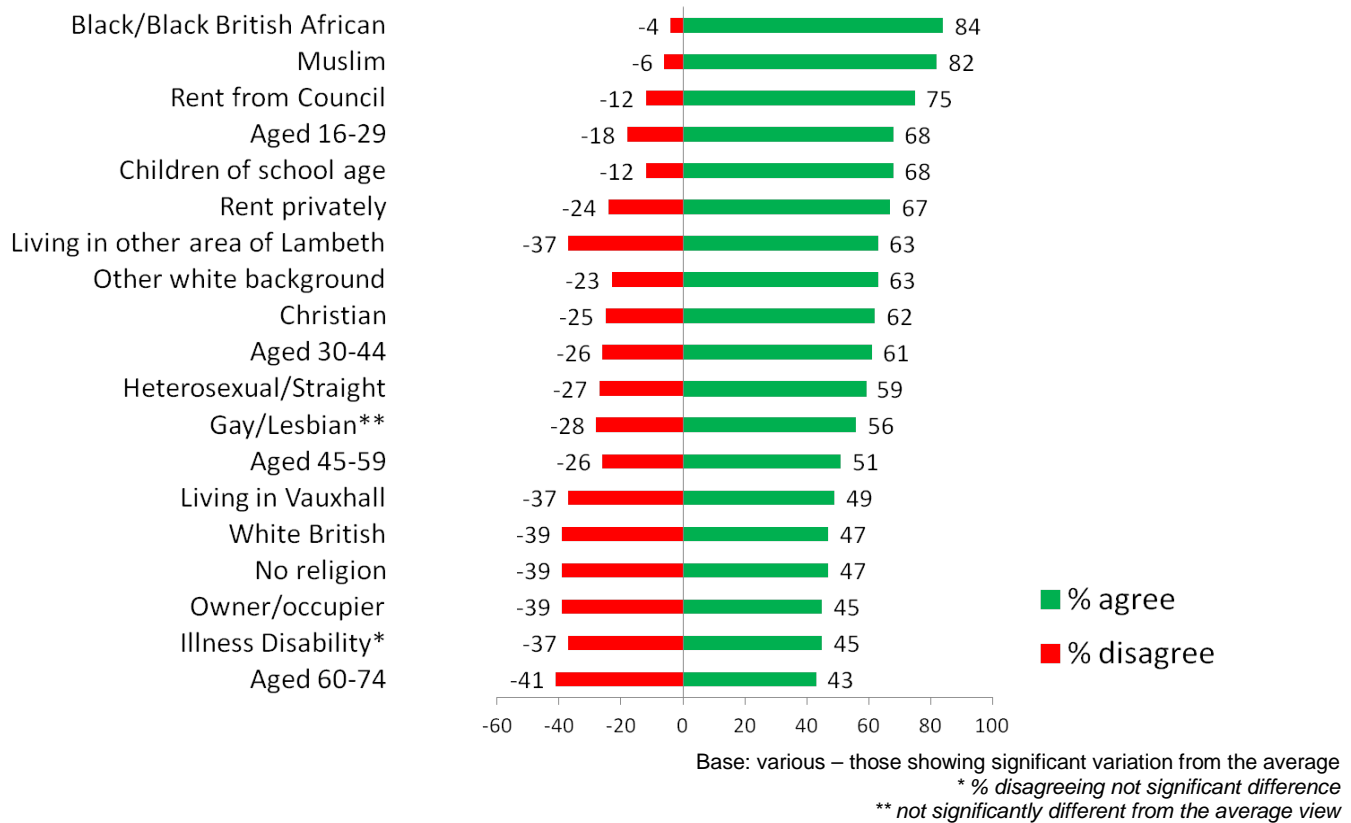
Base: all respondents 764

The issue of tall buildings divided opinion the most and has the least support with only 56% of respondents agreeing with the statement 'Well designed and planned tall buildings can make a positive contribution to Vauxhall'. Those who agreed and those who agreed strongly were equally divided (28% in each case), as were those who disagreed and those who disagreed strongly (15% in each case). Overall, 13% of respondents 'didn't know' whether they agreed or disagreed.



Base: all respondents (753)

Non white respondents, those renting from the council, younger people and those not living in Vauxhall were more likely to be in favour of tall buildings.



Proposals for a Community Development Trust received the most ‘don’t know’ responses. Taken with some of the additional comments received this suggests that people were not clear about this proposal and needed more information before making up their minds.

*"Need to know more information on the community development trust - how does this work? have seen CDTs struggle elsewhere in the long term..."* Lives and works in Vauxhall.

### 3.2 Response by theme

**Community facilities:** A number of people felt that community facilities are important for social cohesion and that there needed to be activities for all age ranges. People wanted more information on the proposals for a community development trust, with some respondents feeling it might not be the best mechanism for delivering community benefit.

*"[I] Really hope there is a way for these plans to really benefit the existing local community"* Vauxhall resident.

**Connectivity:** Improving the connections and accessibility through the area, particularly east to west, continued to be well supported. People want to be connected to the river and to use the river walk (and

river itself) as a route through the area. People wanted improved crossings and to make sure development opened up new routes where possible.

*"Integrating the nine elms riverside with the rest of Lambeth is important. I want to see walkways & paths, I don't want an isolated "luxury area" – it needs to be more accessible."* Vauxhall resident.

People were in favour of improving routes under the railway as long as they were safe and well maintained.

*"New public realm schemes must have noncommutable maintenance revenues attached - otherwise we get a repeat of the dirty walk ways under Vauxhall rail station..."* Vauxhall resident.

**Economic regeneration:** There were mixed views about the viability of a high street and some people suggested alternative locations. Generally people supported a 'heart' with improved retail and other amenities. Many people were keen to promote independent shops and supported affordable retail units but others warned of the importance of big brands and viable businesses.

*"I think there should be a balance between independent shops and branches of big stores."* Lambeth resident.

*"The proposals will naturally result in a much busier, more vibrant district, attracting visitors to the area, meaning local shops will not need to rely solely on local residents to survive. The area known as 'Little Portugal' should also benefit. Visitors will hopefully be attracted to the existing cafes and restaurants along Sth Lambeth."* Vauxhall resident.

People wanted improved training and access to jobs, but to ensure that these jobs were not only during construction and were not only low paid.

*"Residents need the right. training and qualifications to access job opportunities - evidence from previous regeneration/programmes suggested that performance is mixed"* Vauxhall resident.

**The gyratory:** The majority of people were in favour of re-working the gyratory system and prioritising the pedestrian and cyclist experience. A large number of respondents felt that the cyclist experience had been ignored and that there was an opportunity to radically improve the environment for cyclists and pedestrians.

However, a number of people expressed concerns about how this would work in practice and were keen that any changes didn't negatively impact the bus interchange or traffic flow in the area.

*"Make sure there is enough room and space for the buses. I hate the gyratory but really appreciate the transport Links, and with more people we'll need it"* Vauxhall resident.

**Housing:** There were a large number of comments in favour of creating mixed and balanced communities. People felt that affordable housing (and in particular social rented housing), along with a range of house sizes were needed to bring this about. Another common concern was that units in the new developments would be bought as investments rather than as homes to live in, creating a dormitory zone.

*"The new residential developments should be for people working in London and not "investment opportunities" for people living abroad. The liveliness will be generated by residential Londoners."* Lambeth resident.

**Parks and open spaces:** People were not convinced that there would be enough open space to support the level of development, particularly as new housing would be unlikely to include gardens. Improvements to existing parks would be welcome but new, larger public space was called for. There were also comments about the privatisation of public space.

*"I was disturbed at the lack of green space included in the development of all the high rise buildings. Too much effort is being used on the buildings and not on the space for people and children to play. There was lip service to a green link going through the development but it is not enough. There are no large areas, on the ground, for football, tennis or just run around places for children to play."* Vauxhall resident.

**Protecting local character:** Throughout the development of the SPD people have wanted to protect and enhance local character and heritage. Many people were concerned that the quantity of new development and the amount of new residents would have a negative impact on what they liked about the area – and would swamp the 'old'. Supporting independent businesses, the gay nightlife and the Portuguese community were all called for.

*"The gay friendly feel of Vauxhall should not be lost, but should be embraced in these changes. It makes Vauxhall an attractive destination both during the day and night."* Vauxhall resident.

**Public transport:** Respondents were clear that transport capacity had to be increased to support the existed level of development. Many respondents were sceptical about the Northern line extension (which is subject to a separate TfL consultation) and others wanted to see improvements to existing stations, a tram or an alternative tube route.

*"The current transport links are already overstretched at busy times, so an expansion in population can only make things wor[se]."* Vauxhall resident.

**Tall buildings:** The height and density of development was probably the most contentious issue and divided opinion. In the questionnaire, younger respondents and those from ethnic minorities were more likely to support taller buildings.

*"Vauxhall shouldn't be afraid of tall buildings...The population density that more towers (such as the Sky Gardens and Market Towers) will create will drive the creation of new businesses in Vauxhall. Without people, businesses will not come and it is the population density that towers will create that will make Vauxhall an exciting place to live. Build up...as high as we can."* Vauxhall resident.

Those who were accepting of tall buildings, were keen that architecture and building materials were of a high quality. Some wanted to limit the height further by permitted height, quantity or location.

Those opposed to taller buildings most often cited wind and over shadowing as their primary concerns. Some were more philosophically opposed to the height and the high density development it signified.

*"I find tall buildings oppressive – they do not exist to help/benefit the community, merely as a sign of wealth & greed \$\$\$\$ ..."* Vauxhall resident.

There were 17 comments about the importance of good design and some of these expressed concerns about existing design. Eight respondents were in favour of tall buildings.

*"Please make sure the architect[s] are creative and exciting..."* Vauxhall resident.

**Safety:** The biggest additional area of concern was community safety, with over 15 comments specifically mentioning safety and a further 4 comments linked to lighting and maintenance of footpaths.

*"Crime is the biggest issue in the area we need more cctv cameras and police presence"* Vauxhall resident.

**Social infrastructure:** Providing enough primary and secondary school places for existing and future residents was the primary concern, followed by medical facilities and leisure provision.

*"Please do not lose sight of the need for schools, medical facilities and other amenities."* Vauxhall resident.

*"over 3000 new homes but no mention of new schools or additional school places - where will the children of the families go to school: need clear plans now an school expansions"* Vauxhall resident.

## 4.0 Who was involved?

### 4.1 Local community and business organisations

As a cooperative council, Lambeth aims to co-produce policies and services with its citizens. With this in mind, we set out to use the expertise of local community groups and businesses to encourage a broad promotion and participation in engagement and to actively pursuing some of the traditionally harder-to-engage groups.

We met with a number of representatives from community and business organisations, as well as internally, to help develop our engagement techniques, communications material and promotional activity. We met representatives from the following groups on an informal basis:

- Kennington, Vauxhall and Oval Forum
- Stockwell Partnership
- Friends of Vauxhall Park

The KOV Forum and Stockwell Partnership were contracted to help promote and deliver the March open days, including a programme of outreach work. In addition, council officers have attended a number of community meetings to reflect on the progress of the draft SPD and to listen to concerns. These we have called 'mole events' and are considered in the 'How we involved people' section.

### 4.2 Ward councillors

Similarly, meetings were held for ward councillors on 12 March 2012, 14 June 2012 and 4 September 2012. These were an opportunity to brief ward members so that they could respond with their own views but also take on the role of community advocates. Ward councillors were particularly encouraged to share expertise with regards to key stakeholders and how best to engage with their constituents.

### 4.3 Tenants' and residents associations

The area has a high concentration of council housing and the co-production strategy identified housing estate tenants as a group to target. To this end, meetings were held with:

- Chair and Secretary of Wyvil tenants and residents' association
- North Lambeth tenants' representative
- Lambeth Living tenants' participation officer (North Lambeth)
- Presentation of draft SPD at North Lambeth Housing Forum



#### **4.4 Businesses**

Engagement with businesses has principally been via the newly formed Vauxhall BID, Vauxhall One. A number of meetings have taken place and Vauxhall One, who view the creation of a new Community Development Trust as complementary to their mission statement, have offered to host the CDT. The draft SPD also recognises that Vauxhall One has an important ongoing role to play in delivering public realm improvements and in hosting the proposed Community Development Trust.

During phase 3 a presentation was made to the Vauxhall One board of the draft SPD followed by a discussion. A roadshow was held at the Royal Vauxhall Tavern to target businesses working in the area's established evening economy; and the outreach work included talking to all Portuguese and Brazilian businesses on South Lambeth Road, Wilcox Close, Albert Embankment and Wandsworth Road between Vauxhall and Wandsworth train station.

#### **4.5 Harder-to-reach groups**

A Lambeth-based film company, Marmalade Productions, has been commissioned to engage with young people through film on the subjects that the SPD seeks to address. Students from Lilian Baylis Technology School were recruited to plan, film and edit the project and filming took place in June 2012. The finished film is available to view from the council's website.

Stockwell Partnership was commissioned to outreach work with Portuguese speakers and residents from horn of Africa countries during phases 2 and 3. This included accompanying people to the open days and providing translation services, attending established groups and networks to raise awareness and take people through the questionnaire. Outreach work also targeted young parents, families, teenagers, BME businesses and muslims.

#### **4.6 Residents**

A range of events and other engagement opportunities were developed and promoted to local residents and businesses. Community networks were asked to help with the promotion and scheduling of these opportunities, designed to target a cross section of the population and take the discussion to the public. What we did and how successful it was is discussed in the following sections of this report.

The council website – [www.lambeth.gov.uk/vauxhallspd](http://www.lambeth.gov.uk/vauxhallspd) was the hub for all information and also hosted an online exhibition for phase 2 and an online questionnaire for phase 3. A door drop delivery of more than 30,000 summary booklets was the starting point for informing residents of the phase 3 consultation and included a questionnaire with a freepost address.

In addition, the council uses a database to regularly update interested parties on regeneration in Vauxhall and provides a mechanism for feedback on an ongoing basis. Over 500 people are registered on this database.

#### **4.7 Landowners and developers**

Local Landowners and developers, already with an interest in the area, were kept updated as part of the Vauxhall Nine Elms Strategy Board. In addition a Vauxhall Landowners' Group was established, which met tri-monthly with Lambeth Officers to keep abreast of developments.

#### **4.8 Strategic partners**

Meetings to discuss the SPD have been held with key strategic stakeholders, including Network Rail. Meetings with the recently formed Business Improvement District, Vauxhall One, have led to some joint delivery proposals and Transport for London has also been working closely with the council.

## **5.0 How were people involved?**

### **5.1 Phase 1: The 2008 draft SPD consultation**

The public consultation took place over between 24 October 2008 and 5 December 2008. A diverse range of methods was used to obtain views on the draft Vauxhall area SPD, of all those who live work or have an interest in and visit the Vauxhall area. The extent of public consultation exceeded the provisions in the Council's Statement of Community Involvement.

In total 689 online and postal questionnaires and 396 on-street surveys were completed.

### **5.2 Phase2: The 2012 co-production of principles**

#### **Meetings**

Neighbourhood Regeneration officers have had a number of one-to-one meetings with key stakeholders on an ongoing basis. Officers have also attended pre-existing community meetings when invited, e.g. Monday 28 May the Friends of Tate South Lambeth Library meeting to discuss VNEB. Establishing a programme of meetings to attend during the statutory consultation process will be a priority.

#### **Lambeth Community Forum for VNEB**

The Community Forum, representing community groups, housing associations and tenants' councils, within the Lambeth section of the VNEB Opportunity Area met on 12 January 2011 and 17 May 2011.

The January meeting, at the Lost Theatre on Wandsworth Road, had over 100 attendees. It was an opportunity to explain the recently established Nine Elms Strategy Board and structures, and take questions from the community representatives present. At the May forum meeting, where almost 100 people attended, a number of issues relevant to the SPD were raised including the Vauxhall gyratory, tall buildings, soft infrastructure requirements and open space.

#### **VNEB Expo**

In November 2011, the Community Engagement Working Group, led by Lambeth Council, ran an expo event about the VNEB opportunity area. All the working groups that report into the Vauxhall Nine Elms Strategy Board were invited to present information about their work. The KOV Forum and Stockwell Partnership helped to promote and deliver the event, which included information about the emerging development principles for the Vauxhall area SPD.

#### **Vision for Vauxhall Open Days**

Due to the success of the VNEB Expo, a similar format was employed to discuss the development principles and emerging ideas for the Vauxhall area SPD. Once again, KOV forum and Stockwell Partnership supported the council in promoting and delivering the event. This promotion particularly included the outreach work (detailed below) and ensured that distribution of flyers, posters, etc. incorporated the areas housing estates.

A short questionnaire accompanied the March open days and the exhibition and questionnaire was also available online. Over 200 visitors came to the exhibition and completed the questionnaire. A feedback report was produced and highlights of the findings were published on the council's website.

#### **Landowner meetings**

The VNEB Strategy Board was presented with the draft principles in November 2011. As work on the SPD commenced, the Vauxhall Landowners' Group was established and agreed to meet tri-monthly. The first meeting took place on Monday 25 June 2012. A draft copy of the delivery and implementation

chapter was circulated to this group and a special meeting has been convened to discuss it on Monday 20 August 2012.

### **Youth engagement film**

'The Rough Guide to Vauxhall' will explore the area through the eyes of local teenagers – looking at what is here now and how development will affect the area (including some of the opportunities it might bring).

A group of students from Lilian Baylis Technology School were recruited to plan, film and edit the project and filming took place in June 2012. The finished film is available to view via the council's website.

### **Outreach activity**

Stockwell Partnership's Bilingual Advocates actively promoted (via individual phone calls, emails and attendance at group meetings) the event to a range of existing contacts in 'hard to reach groups'. Advocates also accompanied a number of clients to and during the event, and helped to translate and explain key information to them, as well as helping them to fill in feedback forms. This was particularly successful with the Horn of Africa women and 16 families turned up to the open days.

## **5.3 Phase 3: The 2012 consultation on draft SPD**

### **Summary booklet and questionnaire**

The draft SPD was summarised in an 8-page booklet, which was distributed to all households and businesses within Prince's, Bishops, Oval, Stockwell and Larkhall wards. This was a total of 30,438 addresses. A self-completion questionnaire was attached to the booklet and a freepost address provided. The questionnaire tested people's attitudes to 10 key propositions behind the SPD. These were designed to highlight the key themes and prompt discussion. A free field section was also provided.

The summary booklet and questionnaire was available at all consultation events, at Tate South Lambeth and Durning libraries, council offices and sent with the consultation mailout. It was also available online, along with an online version of the questionnaire. Finally, the booklet provided the primary tool for the outreach work conducted by Stockwell Partnership.

764 completed questionnaires were received, 223 through outreach work. A separate report detailing feedback is provided as an appendix.

The wording and design of the questionnaire was important for making the SPD accessible and the consultation engaging. Comments were solicited from members, officers, Stockwell Partnership and KOV Forum.

A Spanish language version of the text was produced during the consultation in response to requests from members of the public. Three requests were received in total.

### **Statutory consultation mailout**

In accordance with regulations, a mailout was sent at the start of the consultation period to a range of statutory consultees. In total 2,543 letters were sent, including 89 'specific' consultees (e.g. Network Rail, other local authorities, etc.), 1,785 'general' consultees (e.g. community and amenity groups), 306 developers and landowners, and 363 individuals who had previously requested consultation information on planning policy in the borough. A list of groups and organisations sent letters is included as an appendix. In total, 30 submissions were made to the consultation not via the questionnaire.

The mailout contained a letter outlining the consultation, a copy of the summary booklet and questionnaire, and a survey to update their contact information.

### **Copies available at local libraries**

According to statutory regulations, copies of the SPD and supporting documentation were available to read and view at the following locations:

- Tate South Lambeth Library
- Durning Library
- Council office reception, Phoenix House
- Online at [www.lambeth.gov.uk/vauxhallspd](http://www.lambeth.gov.uk/vauxhallspd)

Printed copies were distributed on request.

### **Drop in sessions**

Council officers were available for drop-in sessions at the council offices in Vauxhall, Phoenix House, on Wednesday afternoons throughout the consultation period. Only two visitors took advantage of this opportunity for engagement.

### **'Mole' events**

We took advantage of a number of pre-arranged community and residents meetings to raise awareness of the consultation and engage with local people. Using the key community stakeholder list we asked people to let us know if they wanted us to attend meetings during the consultation period and then liaised with respondents to ensure we attended a manageable range of events that would target the widest range of audiences. In addition we asked whether we could be on the agenda for the North Lambeth Housing Forum

The list of mole events was as follows:

- Tuesday 16 October, KOV Forum (6.30pm to 9pm)
- Vauxhall BID Board meeting
- Thursday 25 October, Vauxhall Society AGM (7pm to 9pm)
- Tuesday 30 October, North Lambeth Housing Forum (7pm)

At the two forums, programme manager, Sandra Roebuck, presented the draft SPD and took questions and/or comments from the floor. At both the KOV Forum and the Vauxhall Society we took an exhibition and held a mini roadshow prior to the meetings. At the Vauxhall Society AGM presentations were made on wider regeneration issues in the area by the Nine Elms Vauxhall programme manager and Transport for London. Sandra Roebuck was present to respond to any questions on the Vauxhall SPD.

This method of consultation, with the exception of the North Lambeth Housing Forum, was mainly engaging with people who were aware and involved in the regeneration proposals for the area already and would have got involved in developing the SPD anyway. However, attending the meetings helped to improve community relationships and make officers more accessible. Attendance at the North Lambeth Housing Forum allowed us to target consultation on a slightly different demographic – e.g. non home owners and people who may be less aware of developments. Attending this meeting did achieve this aim and people consulted in this way were less likely to be involved in other consultation activity.

A separate report detailing feedback is provided as an appendix.

## **Roadshows**

Roadshow locations were chosen to be in areas of high footfall and to appeal to a wide variety of audiences (both geographical and demographic).

- Saturday 13 October, South Lambeth Road Farmers' Market (10am to 3pm)
- Wednesday 17 October, Sainsbury's Nine Elms (11am to 3pm)
- Saturday 20 October, Oval Farmers' Market (10am to 3pm)
- Wednesday 7 November, Royal Vauxhall Tavern (5pm to 7pm)

Roadshows were staffed by officers working on the project who could respond to queries and encourage people to respond to the consultation via the questionnaire or general written comments. Comments made through discussion during the roadshows were also noted more generally and anecdotal feedback was reported back. Approximately 250 visitors came, not including the Nine Elms Vauxhall Open Days, which are discussed separately.

Anecdotally, visitors formed a reasonable cross section of local people. Although we spoke to people from a range of ethnic groups, the impression was that white British people were over represented in this sample. A good gender balance was perceived at all roadshows, except the Royal Vauxhall Tavern, but groups clearly under represented included children and young people.

The farmers' markets seemed to attract visitors who were owner-occupiers and reasonably affluent, whereas the Sainsbury's Nine Elms roadshow seemed to attract people in rented accommodation, largely from the local council estates. Visitors to the Sainsbury's roadshow were probably least aware in general of the regeneration programme – this roadshow was most successful in engaging with harder to reach residents.

A separate report detailing feedback is provided as an appendix.

## **The Nine Elms Vauxhall Open Days**

The consultation coinciding with the open days for the wider area regeneration programme gave us a good opportunity to attract a wider audience and to use the open day promotion to promote our consultation. We took our roadshow to the event, which took place over two days – 3pm to 8pm on Thursday 15 November and 8am to 6pm on Friday 16 November.

Approximately 400 visitors attended the open days and most visitors spent time at our roadshow. The audience appeared similar to that for the farmers' market roadshows but it was also a good opportunity for engaging with developers, regeneration professionals, partners and other strategic stakeholders.

## **Outreach programme**

Stockwell Partnership advocates undertook outreach activities directed at Portuguese speakers and local people who speak Somali, Tigrayan, Arabic and Amharic (Horn of Africa communities). The purpose was to raise awareness among these communities and encourage them to engage in the consultation using the summary booklet and questionnaire. Advocates visited a number of venues, including Eritrean Muslim Community Association on Wandsworth Road, Wyvil School, Several local Children Centres, Blue Nile Café on Clapham Rd, Lamsom (the Somali community centre, based in 13 – 15 Stockwell Road), All Portuguese and Brazilian businesses on South Lambeth Road, Wilcox Close, Albert Embankment and Wandsworth Road between Vauxhall and Wandsworth train station.

In total, 223 questionnaires were completed through outreach work (91 by Portuguese speakers, 50 by Somalis and 82 by Ethiopian/Eritrean/Arab communities).

Most Portuguese speakers were in favour of the changes proposed and in terms of comments the issue most often pointed was the lack of security in the Vauxhall area.

The reaction towards the proposals was overall positive by Somalis, but there were a lot of questions as to how much their opinions would be taken into account. Most of the Ethiopians and Eritreans were very encouraging and happy to see the new development. As with some of the Portuguese speakers, safety was an issue, with concern about drug and alcohol users in the area especially at the back of Wilcox Road.

### **Exhibition at Phoenix House**

A window display and mini exhibition were held at the council offices at Phoenix House throughout the consultation period. This served to inform passers by of the consultation and to encourage people to come in and view the documents or make use of the drop in sessions.

The location was good for the exhibition for a number of reasons: Phoenix House reception was the site of the council's town planning advice centre; the building, is home to the council's planning and regeneration teams; and it is also located in Vauxhall Cross.

### **Promotion**

Raising awareness and promoting the consultation was critical if we were to achieve a high rate of involvement. The mass mailout of the summary booklet was the primary 'push' method and, based on the resident survey, still the most popular way for residents to find out about the work of the council.

In addition we tried to use community networks as much as possible, using the community stakeholder list and requesting inclusion in online newsletters, forums, etc.

The council's website remained the focus for information and frequent email updates, tweets, and online news stories sought to drive people to the website.

The range of promotional activity included:

- Summary booklet and questionnaire
- Advertisement in the Weekender on
- Consultation diary – hosted by the Lambeth First website
- Press releases and press coverage – 2 press releases also posted on the online media centre; coverage in The Weekender
- Flyers and posters – including Portuguese translation
- Expo flyers and posters – approx 400 posters and 3,000 A5 flyers distributed
- Community networks – consultation promoted via a number of community websites and blogs, including TARA, KOV, Vauxhall One, South Lambeth Farmer's Market
- Twitter – regular tweets from @LambethRegen
- Email updates – 7 during consultation period
- Up Your Street
- Lambeth Talk – full-page article in September Lambeth Talk
- Tenants participation officers – took a quantity of summary booklets and flyers

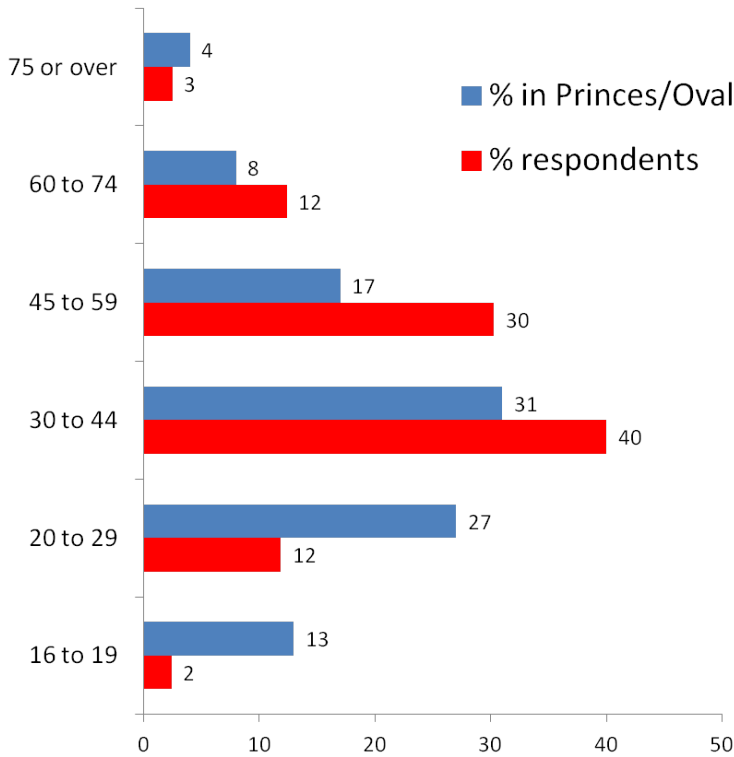
## **6.0 Participation and evaluation**

The total of 764 questionnaires returned was a reasonable response rate of about 2 per cent, although it should be acknowledged that 238 of these were the result of outreach work. Considering an

estimated 700 visitors were engaged at roadshows, the quantity of returned questionnaires is perhaps disappointing. However, it may be that the in depth discussions that many people had at the roadshow were satisfactory and they didn't feel that they needed to return a questionnaire or written response.

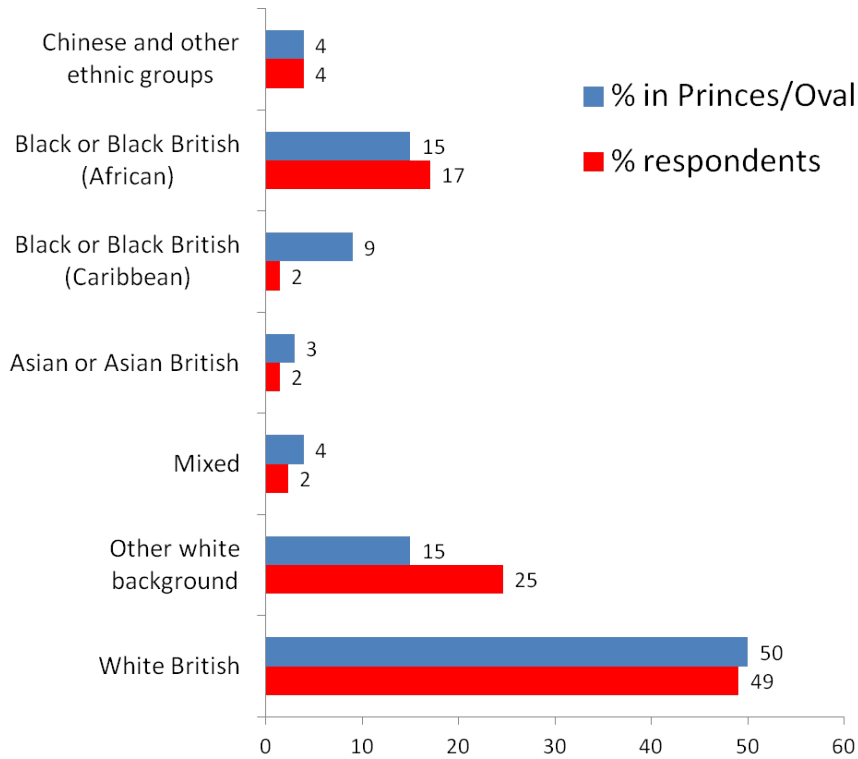
One of the aims for the consultation was for respondents to represent the demographic of the area covered by the SPD. For comparison we have used 2001 demographic data for Prince's and Oval wards – the SPD area covers parts of both these wards. For the following analysis we compared all respondents with the baseline of Prince's and Oval ward demographic data, however it should be noted that not all respondents lived in these wards.

The sample differs from the age profile of the area in terms of over representing people age 30 to 74 and under representing younger people age 16 to 29. In total 110 people under the age of 30 completed the questionnaire.



Base: all respondents (750)  
Ward data – Census 2011

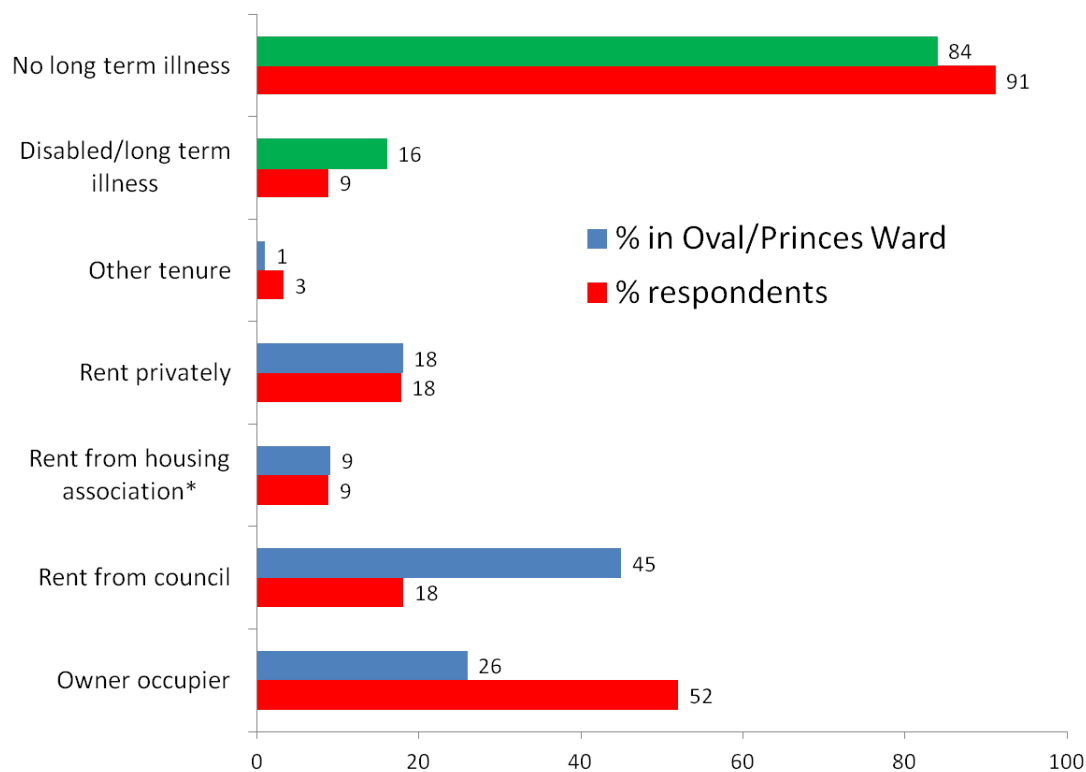
The sample is underrepresented in terms of Black/Black British Caribbean People and overrepresented in terms of those from 'other white background'. Although it should be noted that the only data available was from 2001 so this may now be out of date. The outreach work can be said to have boosted the 'other white background' and Black/Black British African response rates. Non white British respondents were more likely to be in favour of tall buildings than white British respondents.



Base: all respondents (732)  
Ward data – Census 2001

The sample is slightly underrepresented in terms of people with a disability/long term illness and there is a big disparity between owner occupiers and those renting from the council. However, renting from private landlords and from housing associations appears to be representative of the area.





\* In census is described as 'other social rented'  
 Base: all respondents (736 tenure, 713 illness/disability)  
 Ward data – Census 2001

No baseline data was available for members of the Lesbian, Gay, Bisexual and Transgender community but 119 respondents (17%) identified themselves as gay, lesbian or bisexual and 549 (80%) as heterosexual or straight. The area's strong gay identity and the roadshow at the Royal Vauxhall Tavern are likely to have influenced this response rate.

Just under half of respondents to the questionnaire (43%) lived in Vauxhall and about half (49%) lived in Lambeth.

Feedback from the questionnaire suggested that, in general, there seemed to be quite different views between White British and Black/Black British respondents, older and younger people and those with or without children (although the last group to be treated with caution as strong correlation with ethnicity).

There was some indication that the younger people were the more in favour they seemed to be of a new district centre at Vauxhall Cross and the more likely they were to agree that 'well designed and tall buildings can make a positive contribution to Vauxhall'. Older respondents, White British respondents and owner-occupiers seemed to have more reservations about tall buildings.

White British respondents and owner-occupiers were more in favour of greening Vauxhall and making use of the railway arches. Black/Black British respondents were less in favour of these statements and less concerned about improved crossings or affordable retail.

Non-British White respondents were more likely to be in favour of the district centre proposals but not so in favour of the affordable retail proposals as White British respondents.

The outreach work succeeded in boosting the response rates of white non-British people (largely through Portuguese community outreach work) and Black/Black African British (largely through Somali community outreach work). The roadshows were the other activity that was designed to target traditionally harder to engage groups. Anecdotally, the roadshow at Sainsbury's Nine Elms proved to be a good way of engaging with people renting from the council and those with young children. The roadshow at the Royal Vauxhall Tavern seemed successful in engaging with the LGBT community.

More generally, the roadshows proved to be an effective way of carrying out quite detailed engagement with a wide range of people, mainly those living in Vauxhall.

It is the intention to carry out a post-consultation online survey to gather some feedback as to how people may have heard about the consultation and why they did or did not respond.

**Appendix 1: Table of Response to Draft Vauxhall SPD as published October 2012.**

<b>Respondee</b>	<b>Summary of Comment</b>	<b>Response</b>
Alliance Planning, on behalf of Frasers Property Development	Agree with content of SPD	None
The Battersea Society	Concern over gyratory	Concern noted but no amendment made
Helen Irwin	Opposes plan to dismantle gyratory and bus station	Concern noted but no amendment made
Priscilla Baines	Opposes plan to dismantle gyratory and bus station	Concern noted but no amendment made
Charles	Requests more environmentally friendly policies	Agreed. Additions to Chapter 6 Ensuring Sustainable Development
Visakha	Concerns over scale of development in Northern Gateway.	Review of density assumptions in Northern Gateway to confirm
Dron and Wright (on behalf of the London Fire Authority)	Request Tall buildings on Albert Embankment to be 80-90m to reflect OAPF  Request 8 Albert Embankment to be included in the tall building cluster  Clarity on Open Space provision in Northern Gateway	Agreed  Refused as inconsistent with recent committee decision Diagram amended to make clear.
CgMs Consultancy( on behalf of Metropolitan Police service)	Request to include reference to Police and Supporting Infrastructure into Section 4.8	Agreed, but needs to be demonstrated
City of Westminster	Requested reference to cross boundary impacts and working.  Concern over Heritage, views and tall buildings.  Amendments requested to sections on Road Network, Bus Network, pedestrian/cycle bridge, district heating and development tariffs.	Agreed  Amendments to Principle 9 Place Making and Tall Buildings Agreed. Reference in Principle 10 A Good Transport Experience
Wandsworth Council	Amendments requested to reflect the following points.  Need to encourage single identified 'place' across Nine Elms through an integrated district centre.  Stronger support for NLE extension and Nine Elms station	Agreed. Reference in exec summary

	<p>Clarity of the definition of the district centre at Vauxhall.</p> <p>Dismantling of the gyratory causing negative impact on wider road network.</p>	<p>Agreed. Reference in Principle 10 A Good Transport Experience</p> <p>Agreed. Amend Principle 2 A New District Centre</p> <p>Reference transport assessments in Reference in Principle 10 A Good Transport Experience</p>
Network Rail	Request the document acknowledge further work to be done on Vauxhall Station and support retail development around the station.	Further detail on Vauxhall Station to be provided Chapter 4
The GLA	Amendments requested to principles 6,8 and 9 and Vauxhall Cross, Miles St and Pascal Place to achieve conformity with the London Plan. Requests acknowledgement of need for further work with TfL around the gyratory and Bus Station greater recognition of the importance of the NLE.	Agreed.
Vauxhall One	Support for the Vision and principles outlined in the Document.	None.
LBL – Community Safety	Request for further emphasis on the importance of community safety.	Additions to Chapter 6 Ensuring Sustainable Development.
Fentiman Road and Richbourne Terrace Residents Association	Express serious concern about the suitability of removing the gyratory and its likely effect.	None. Removal of the gyratory is consistent with the Adopted Core Strategy.
Friends of Vauxhall Park	Seek amendments to restrict building height and to secure Section 106/Cil funding for the Park.	None. Building heights consistent with adopted OAPF. Funding already referenced in Chapter 7 Delivery and Implementation
Sports England	Request the provision of sport facilities be provided for in the document.	Agreed. Amendment to be made to Chapter 7 Delivery and Implementation
Boyer Planning (on behalf of St James' Group)	<p>Concern that lack of evidence base as per NPPF, par 73 and 175</p> <p>Request for car parking standards to reflect London Plan 2011 and Housing SPD 2012, not car free developments.</p> <p>Support for Senior Living</p> <p>Tall buildings on Albert Embankment to be 80-90m to reflect OAPF.</p> <p>Concern that review mechanism for affordable housing is restrictive as</p>	<p>Agreed</p> <p>None</p> <p>Agreed. Amendments to Principle 9 Place Making and Tall Buildings</p>

	does not have regard to the time value of money, needs to reflect Internal Rate of Return (IRR), or the difference in risk profiles Between low and high rise. The latter being higher risk.	None SPD consistent with Policy
Rolfe Judd (on behalf of Downing)	Requests height restrictions near the park be removed from document. I.E 30-40m guideline. If not agreed, requests reference to Lambeth Place, which is 96m but with terrace.	Agreed
Gerald Eve (on behalf of Hotchkiss Ltd)	Requests exemption to requirement to provide dual aspect frontage at Albert Embankment where impractical.	Agreed
	Requests reference to be made in chapter 4.9 to the Albert Embankment Conservation Area Designation Report 2001, and various amendments to text to reflect this.	Agreed
	Request height guidelines at Albert Embankment be re-aligned with OAPF guidelines.	Agreed
	Regards restrictions of density and in paragraph 4.914, 4.917 and 4.918 prescriptive and untested.	Part accepted and text re-written for clarity and to reflect that all proposals will be judged on their wider merits.
	Request the guidance on the review mechanism be aligned to that provided by RICS.	Agreed
	Note inconsistency between SPD requirement in 7.16 for a greater proportion of 3-4 bedroom flats with that in the Lambeth Housing Needs Survey.	Agreed and amended.
	Request consideration be given to short term permissions regarding re-appraisal mechanism.	None
	Regard paragraphs 7.19 and 7.21 are to prescriptive and request re-written with accordance to RICS guidance on viability.	None
Donald Stark	Concern in relation to NLE in principle, if goes ahead, requests high standard in relation to mitigating impacts and settlement deeds to ensure subsidence problems mitigated against. Claylands Green Shaft	Not agreed. But reference to be made to impacts in Principle 10 A Good Transport Experience

	<p>to be excluded from TWAO.</p> <p>Alterations to the gyratory supported subject to securing the most beneficial option.</p> <p>Additional buses needed; car parking to be minimised; and cycle hire to be everywhere and increased to Oval and Stockwell.</p> <p>Support for parks to secure DIFS tariff. Concern that sports hall provision and leisure centres not proposed in the SPD.</p> <p>Support for riverside walk, wide pavements and re-use of arches.</p> <p>Support for active frontages. Request further encouragement for arts and cultural activity.</p> <p>Support for high quality development, this needs to be emphasised in the SPD.</p>	<p>None.</p> <p>Agreed. Reference to be made to impacts in Principle 10 A Good Transport Experience</p> <p>Agreed. Amendment to Principle 8 Supporting Infrastructure.</p> <p>None.</p> <p>None.</p> <p>Agreed. Amendment to Principle 1 Sustainable mix of uses.</p>
The Anglican Parish of North Lambeth	Requests the spiritual needs of current and future residents be considered	Agreed. Amendment to Principle 8 Supporting Infrastructure
Jones Lang LaSalle (on behalf of CGIS Ltd)	<p>Support for the district centre; improvements to pedestrian connectivity; and proposals for Camelford House.</p> <p>Request amend Fig 5.21 to reflect their pre application proposals.</p> <p>The 80 metre rule at Albert Embankment is felt to be restrictive.</p> <p>Requests clarity as to whether the CIL will replace the infrastructure</p>	<p>None. Character areas are indicative only. It is accepted that the design of any scheme may vary.</p> <p>Amend 80m to OAPF guideline of 80-90m</p> <p>CIL will replace DIFS.</p> <p>Agreed, remove the word 'voluntary' in relation to Principle 8 Supporting Infrastructure.</p>

	<p>tariff.</p> <p>Consider voluntary funding of the CDT unrealistic.</p> <p>Car parking should reflect London Plan 2011, and not be car free.</p>	<p>CIL will replace tariff.</p> <p>Agreed. Amendment to be made to Chapter 7 Delivery and Implementation.</p> <p>Agreed</p>
TfL	<p>Challenge assumption that gyratory exacerbates congestion.</p> <p>Request removal of sentence 'overwhelmingly local people want it to go', and 'The Bus station structure is obsolete...as it could be'.</p> <p>Consider principles 4.1, 4.2 and 4.6 premature is in prescribing removal of bus station and creation of street.</p>	<p>None</p> <p>Agreed</p> <p>None</p>
The Kennington Association	<p>Concern the document is overly focussed on 'Vauxhall Heart'. Concern over the achievability of the district centre, suggest instead a series of overlapping cores.</p> <p>Believe proposal for primary school inconsistent with development.</p> <p>Concern about lack of provision of secondary school.</p> <p>Call for greater emphasis on cycling in the document text.</p> <p>Call for Vauxhall Park to be safeguarded from overbearing development.</p> <p>Call for mitigation of open space deficiency by securing funding for local parks.</p>	<p>None. The SPD promotes the district centre and a series if neighbourhood centres.</p> <p>None.</p> <p>None. No evidence to suggest a secondary school is necessary.</p> <p>Agreed. Reference in Principle 10 A Good Transport Experience.</p> <p>Agreed. Amendment to Principle 9 Place Making and Tall Buildings</p> <p>None. Funding already referenced in Chapter 7 Delivery and Implementation</p>
Thames Water	<p>Notes that no mention is made in Chapter 7- Delivery and Implementation as to Water and Waste Water.</p>	<p>Agreed. Additions to Chapter 6 Ensuring Sustainable Development.</p>
Vine Housing Co-operative	<p>Concerns over the height of buildings.</p>	<p>Noted</p>

	<p>Concern over increased population and strain on existing infrastructure.</p> <p>Note the plans for health provision are underdeveloped.</p>	<p>Agreed. Amendment to Principle 8 Supporting Infrastructure</p> <p>Agreed. Amendment to Principle 8 Supporting Infrastructure</p>
English Heritage	<p>Disagree with the Sustainability Appraisal as to likely impact upon the historical environment, because of the scale of development envisioned by the SPD.</p> <p>Note absence of reference to archaeology in the document.</p> <p>Suggest design code be implemented.</p> <p>The 40% rule may be ineffective.</p>	<p>None. SPD consistent with Adopted OAPF.</p> <p>Agreed- Paragraph 2.21 re-written.</p> <p>None. A design code not considered necessary.</p> <p>None. Whilst concern is noted the 40% is a means to an end, the aspiration of avoiding monotony is clearly set out.</p>
DP9 (on behalf of Mr Peter Parmagini)	<p>Requests greater clarification as to sites of 'lesser sensitivity' to south-west of Miles Street Character area.</p>	<p>None. Areas shown on Figure 4.92</p>
DP9 (on behalf of Native Land)	<p>Support for SPD and scale of development.</p> <p>Supports enhancement of Albert Embankment.</p> <p>Support for high density residential development if this meets objective for growth.</p> <p>Residential schemes should provide the maximum amount of affordable housing that the viability of a scheme allows, even if this is below Council's 40%.</p> <p>Clarification on public and private open space.</p> <p>Amend tall buildings reference to 80-90m on the Albert Embankment.</p>	<p>None. SPD has a direct link to Adopted Core Strategy 2011 where this is explained.</p> <p>Agreed. Amendment to Principle 6 Streets and Spaces.</p> <p>Amend 80m to OAPF guideline of 80-90m. Principle 9 Place Making and Tall Buildings.</p>



	<p>Remove reference to plot coverage on the Embankment as considered too restrictive.</p> <p>SPD should reflect parking standards in the London Plan.</p> <p>Character Area for Northern Gateway should show private open space, not public open space.</p> <p>Object to review mechanism for affordable housing on basis that this would not be acceptable to funders.</p>	<p>None</p> <p>Agreed</p> <p>Character area amended</p> <p>None</p>
GL Hearn (on behalf of CLS)	<p>Clarify requested on the funding mechanism of the proposed Community Development Trust. Concern about a service charge approach or charge on development.</p> <p>Inconsistency noted with OAPF as to Tall Buildings at Vauxhall, and further clarity requested as to the area of 'lesser sensitivity'.</p> <p>Clarity requested on the funding of works to the gyratory. Concern that SPD suggests additional funding may be requested over and above DIFS tariff.</p> <p>Clarification on the background to the primary school requested.</p> <p>Objection to proposals relating to the provision of affordable employment space.</p>	<p>Agreed amendment made</p> <p>Agreed. Amendments to Amendment to Principle 9 Place Making and Tall Buildings. Area of sensitivity already illustrated on Figure 4.92.</p> <p>None. Chapter 7 addresses Delivery and Implementation.</p> <p>Agreed. Amendment to Amendment to Principle 8 Supporting Infrastructure.</p>
GL Hearn (on behalf of BT)	<p>Clarify requested on the funding mechanism of the proposed Community Development Trust. Concern about a service charge approach or charge on development.</p> <p>Inconsistency noted with OAPF as to Tall Buildings at Vauxhall, and further clarity requested as to the area of 'lesser sensitivity'.</p>	<p>Agreed amendment made</p> <p>Agreed. Amendments to Amendment to Principle 9 Place Making and Tall Buildings. Area of sensitivity already illustrated</p>

	<p>Clarity requested on the funding of works to the gyratory. Concern that SPD suggests additional funding may be requested over and above DIFS tariff.</p> <p>Clarification on the background to the primary school requested.</p> <p>Objection to proposals relating to the provision of affordable employment space</p>	<p>on Figure 4.92.</p> <p>None. Chapter 7 addresses Delivery and Implementation.</p> <p>Agreed. Amendment to Amendment to Principle 8 Supporting Infrastructure.</p>
Cllr Ishbel Brown	<p>Expresses concerns around:</p> <ul style="list-style-type: none"> <li>• Building height, amendment to make 150m the absolute limit.</li> <li>• Shortage of open space</li> <li>• Ability to achieve 40% affordable housing</li> <li>• Leave Bus interchange where it is and locate High Street on South Lambeth Road, developing Keybridge House as a shopping centre.</li> </ul>	None
Charlie Holland- Lambeth Cyclists	<p>Amendments throughout the document re-enforcing the documents support of cycling and sustainable living.</p>	Agreed. Amendments made throughout the document.
Whitgift Estate TRA	<p>Requests clarity as to improved infrastructure for Northern Gateway, especially how congestion at Kennington will be addressed. Requests that no contributions from either developers or tax payers should be made from Northern Gateway, Central Embankment or Spring Gardens.</p> <p>Requests much greater improvements for cyclists if this is to become real alternative to motorised transport.</p> <p>Concern that 40% affordable housing is not being achieved.</p> <p>Concern for further clarification about types of jobs to be created. Support for KIBA and reference to industrial heritage.</p> <p>Further emphasis in Northern Gateway on the heritage buildings.</p> <p>80m on Albert Embankment is too high.</p> <p>Clarify whether space in the fire station is public or private.</p>	<p>None</p> <p>Agreed amendments made throughout.</p> <p>None</p> <p>None</p> <p>Agreed</p> <p>None- SPD consistent with OAPF.</p> <p>Agreed-</p>

	<p>Clarification on how the High Street will be formulated.</p> <p>Assurance needed that S106 will benefit residents in the area.</p> <p>Rejects proposed NLE benefits. Requests clarity on benefits for cyclists.</p>	<p>None</p> <p>None</p> <p>Amendments made to elaborate on benefits for cyclists.</p>
<p>James Fraser</p>	<p>Support for taming of the gyratory. Emphasis on the importance of the linear park and links to horticulture.</p> <p>Concern about tall building development unless works to the gyratory are undertaken.</p> <p>Request not to approve any more tall buildings until plans for the gyratory are confirmed.</p>	<p>None.</p> <p>Agreed. Amendments to Amendment to Principle 9 Place Making and Tall Buildings.</p> <p>Noted.</p>

2008 consultation issue	Response	2011/12 engagement issue	Reflection in draft SPD
<p><b>Transport</b></p> <p>Respondents wanted to see improvements to different modes of transport within Vauxhall. A variety of actions were supported for improving public transport, including:</p> <ul style="list-style-type: none"> <li>• Just over 40% of all respondents wanted more spacious entrances and exits to the rail and tube stations</li> <li>• Just under 40% of all respondents wanted improved pedestrian interchange between the rail and tube station</li> </ul>	<p>Identified as key issues in the January 2012 Cabinet Report</p> <p>Issues around the transport interchange were addressed in the draft principle: 'Maintain the effective transport interchange', which included ideas to incorporate the bus station with the high street and to reflect the changing place supported by the SPD.</p>	<p>Lambeth Community Forum for VNEB meeting 17/5/2011</p> <ul style="list-style-type: none"> <li>• It is essential to get rid of the gyratory and residents will not settle for anything less – but what is the alternative if we are to keep traffic moving?</li> <li>• Money should be spent on interchange connections and traffic improvements</li> <li>• There is nowhere at present to set down people in Vauxhall. This is particularly an important issue for older and disabled persons</li> </ul> <p>Feedback from the March 2012 Open Days:</p> <ul style="list-style-type: none"> <li>• In the postcard feedback the most common complaint was around dirt and pollution (12 mentions), followed by descriptions of congestion and traffic (10 mentions) – topics that are obviously linked.</li> <li>• People disliked the traffic and the road layout, particularly the gyratory, and felt the pedestrian experience was poor.</li> </ul>	<p><b>The Vision</b> indicates that 'The new infrastructure realised at Vauxhall and provided by developers and landowners, will be of an excellent standard adding to a renewed sense of place and pride. A new underground station, a refurbished rail station at Vauxhall ... will be provided...</p> <p>'Transport and the management of Vauxhall Cross as an effective interchange remains essential, but the bus station structure will be replaced with a series of relocated bus stops, facilitating efficient bus routes to and through the area...</p> <p><b>The Challenges</b></p> <ul style="list-style-type: none"> <li>• <b>Transform the gyratory</b></li> <li>• <b>Utilise the transport hub</b></li> </ul> <p><b>The Principles</b> Principle 10: '<b>An effective transport interchange will be created</b> with simplified road junctions and crossings, by reconfiguring the bus station and bus movements in the area, whilst anticipating future two-way streets...</p> <p>'New entrances to the tube and rail stations will fit within the re-established street pattern and especially underpin the vitality and life of the new high street.'</p> <p>Identified deliverables include:</p> <ul style="list-style-type: none"> <li>• Northern line extension</li> <li>• Improvements to existing train and tube stations, including to circulation in Vauxhall Network Rail Station</li> <li>• Bus service improvements</li> </ul>
<p><b>Connectivity (including cycling and pedestrian</b></p>			

routes)			
<p>Respondents wanted to see improvements to different modes of transport within Vauxhall, in particular pedestrian and cycling facilities:</p> <ul style="list-style-type: none"> <li>• Just over 60% of all respondents wanted to see improved access to the river and river walkway</li> <li>• Almost 60% of all respondents wanted to see new cycle and pedestrian routes through new developments</li> </ul>	<p>Identified as key issues in the January 2012 Cabinet Report.</p> <p>Connectivity to the river was reflected strongly in the draft principles and consulted on in the March 2012 open days:</p> <p><b>Vauxhall Heart</b></p> <ul style="list-style-type: none"> <li>• 'Reconnect Vauxhall to the river'</li> <li>• 'Development should define a series of streets, spaces and places'</li> <li>• 'Simplify road junctions and create direct pedestrian crossings'</li> <li>• 'Enliven the waterfront'</li> </ul> <p><b>Albert Embankment</b></p> <ul style="list-style-type: none"> <li>• 'Encourage connections to the river'</li> <li>• 'Improve connections between neighbourhoods'</li> <li>• 'Establish a network of journeys between interesting places'</li> </ul>	<p>Lambeth Community Forum for VNEB meeting 17/05/2011:</p> <ul style="list-style-type: none"> <li>• Access to the river highlighted as an important issue</li> </ul> <p>Feedback from the March 2012 Open Days:</p> <ul style="list-style-type: none"> <li>• People liked the river – it came out top in both the questionnaire and postcard feedback. Improving access to the river and better use of the riverside were among the principles receiving most support in both Vauxhall Heart and Albert Embankment areas.</li> <li>• People liked the central London location and the good transport links most about Vauxhall.</li> <li>• People disliked the traffic and the road layout, particularly the gyratory, and felt the pedestrian experience was poor. Improving pedestrian and cycle routes was the second most popular community benefit that people wanted to see.</li> <li>• The top 3 Vauxhall Heart principles were 'Reconnect Vauxhall heart to the river'; 'Create a new urban square that is a focus for Vauxhall town centre'; and 'Create a high street that is shared between pedestrians and vehicles'.</li> <li>• The top 3 Albert Embankment</li> </ul>	<p><b>The Vision</b> states that 'Communities previously isolated to the east and north east, are re-connected to the river, the areas greatest natural resource, itself enhanced through the Thames walkway and enlivened at Albert Embankment by ensuring active frontage along the river bank...</p> <p>'...Via a series of phased steps, the plan anticipates the return of two-way traffic flows, in place of the current gyratory, which currently exacerbates many of the area's physical problems, but does not rely upon it.'</p> <p><b>The challenges</b></p> <ul style="list-style-type: none"> <li>• <b>Improve the pedestrian and cyclist experience</b></li> <li>• <b>Re-connect neighbourhoods</b></li> <li>• <b>Create a legible centre</b></li> </ul> <p><b>The Principles</b></p> <ul style="list-style-type: none"> <li>• Principle 3: '<b>Local neighbourhood destinations</b> ...a network of connecting footpaths and cycleways between public spaces and interesting places will be established... The rail arches will be opened up enabling walking routes to connect up throughout the whole length of the SPD area and onto the linear Park at nine Elm.'</li> <li>• Principle 5: 'Vauxhall will be <b>reconnected to the river</b> by improving the Thames Path and enlivening the waterfront with public spaces and places to eat and drink and relax... The pedestrian environment will be improved by adding new crossings on key movement routes, widening the footpaths and lining the roads with</li> </ul>

		<p>principles were 'Promote quality public spaces and streets'; 'Enliven the waterfront'; and 'Encourage connections to the river'.</p>	<p>trees wherever possible drawing pedestrians and visitors to the river front...'</p> <ul style="list-style-type: none"> <li>• Principle 6: Development will define a series of <b>recognisable streets, spaces and places</b>...Buildings will define streets and spaces and will provide protection from the busy highways and railway, with pedestrian and cycle permeability as a major feature of the new street layout ...Streets and public spaces will be improved by simplifying and tightening up road junctions and by locating pedestrian crossings on optimal desire lines to overcome the dominance of traffic...'</li> <li>• Principle 7: The existing <b>green spaces will be connected and improved</b>, ..Pedestrian and cycle links to the proposed Nine Elms linear park, through the new high street and on to Albert Embankment will be created to form a continuous route through the whole area connecting to Battersea...Enhancing the Thames Path is a key objective.'</li> </ul> <p>Identified deliverables, include:</p> <ul style="list-style-type: none"> <li>• Transforming the Vauxhall gyratory and other roads infrastructure</li> <li>• Albert Embankment improvements</li> <li>• New pedestrian and cycle bridge connecting Nine Elms with Pimlico</li> <li>• Strategic Link enhancement to improve pedestrian movement to bread down the barrier provided by the railway viaduct</li> <li>• Cycle hire/docking stations</li> </ul>
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<p><b>Tall buildings</b></p> <p>Respondents were asked to indicate whether they supported that the size and height of new development should be greater near Vauxhall Cross (the new Vauxhall Heart around Vauxhall station) with development gradually getting lesser in scale the further away it is from Vauxhall Cross.</p> <p>There was general support in both surveys with 56% of online and postal questionnaire respondents and 45% of street survey respondents indicating their “support”. However there was still uncertainty with this approach and concerns were raised: 25% of street surveys and 17% of online and postal questionnaire respondents indicated that they “neither support or don’t support”.</p>	<p>Publication of the VNEB OAPF established the tall building strategy for the VNEB area.</p> <p>The March open days exhibition talked about tall buildings and how ‘a tall building cluster should be designed to bring a positive contribution on to the ‘place’”</p>	<p>Feedback from the March Open Days:</p> <ul style="list-style-type: none"> <li>• There were concerns over the proposed height of buildings – including concerns around overshadowing, overlooking and wind</li> </ul>	<p>The Vision Statement states: ‘High density, tall buildings of high quality are encouraged within the centre, with particular attention paid to design at ground level to ensure they contribute to creating a memorable and attractive place based upon a network of streets that will define the place.’</p> <p><b>The challenges</b></p> <ul style="list-style-type: none"> <li>• <b>Protect conservation areas</b> (including strategic viewing corridors)</li> </ul> <p><b>The principles</b></p> <ul style="list-style-type: none"> <li>• Principle 9: ‘<b>Encourage tall buildings of high quality in appropriate places.</b> A cluster of tall buildings will be at the ‘Heart of Vauxhall’. Taller mixed use buildings will define the Heart of Vauxhall, at the new district centre resulting in a dramatic new skyline silhouette for London and maximizing views of the river from elegant buildings designed by some of the world’s most eminent architects... Tall buildings of startling quality will distinguish Vauxhall as the gateway to Lambeth... Around the district centre the tallest buildings will be close to the Vauxhall transport interchange and will be a maximum height of 150m. Buildings will step down in height from this point southwards to reflect the change in character locally. On the Embankment a maximum height of 80m will be supported. Only in exceptional circumstances will buildings that exceed this height be supported.’</li> </ul>
<p><b>Identity and land uses</b></p> <p>In order to ensure that a</p>	<p>Identified as key issues in the</p>	<p>Feedback from the March Open</p>	<p>The Vision states: ‘The image of Vauxhall will</p>

<p>clear sense of identity is created in Vauxhall, respondents were asked what uses of new development should be provided to meet the needs of the area. The multiple choice question gave a number of suggestions. The top three favoured land uses were 'shops', 'cultural and leisure facilities' and 'restaurants, cafés, bars'.</p>	<p>January 2012 Cabinet Report</p> <p>Reflected in the following draft principles for consultation at March open days:</p> <p><b>Vauxhall Heart:</b></p> <ul style="list-style-type: none"> <li>• 'Create a new high street shared between pedestrians and vehicles'</li> </ul> <p><b>Albert Embankment:</b></p> <ul style="list-style-type: none"> <li>• 'Enliven the waterfront'</li> <li>• 'Reinforce the railway arches as a focus for different activities'</li> </ul>	<p>Days:</p> <ul style="list-style-type: none"> <li>• People liked the things that made Vauxhall distinct – the communities and the independent shops and restaurants. Particular mention was made of the area's nightlife and status as a gay destination. Respondents wanted to ensure that these businesses were retained and that the diversity of the area should be celebrated and used to its advantage.</li> <li>• The lack of general amenities was also a common complaint and the provision of better amenities was what people most hoped for in 20 years' time. A high street with better shops was the third most called for community benefit.</li> <li>• The top 3 Vauxhall Heart principles were 'Reconnect Vauxhall heart to the river'; 'Create a new urban square that is a focus for Vauxhall town centre'; and 'Create a high street that is shared between pedestrians and vehicles'.</li> </ul>	<p>be turned around by the creation of a recognisable 'heart of Vauxhall' featuring places for shops, jobs, a variety and choice of new homes and places for people to enjoy...</p> <p>'The sense of 'place' is to be re-established by the restoration of a High Street at the Heart, providing a focus, along the Bondway, the island currently dominated by the bus station. A Civic Town Square is proposed within the district centre as a potential venue for community and cultural events. It is intended that this is an area of mixed use, both within the streets and the buildings themselves where distinctive retail businesses will underpin a strong sense of local character...</p> <p><b>The Challenges</b></p> <ul style="list-style-type: none"> <li>• <b>Encourage comprehensive land use planning</b></li> <li>• <b>Deliver balanced retail provision</b></li> <li>• <b>Provide a cultural offer</b></li> <li>• <b>Create a sense of identity</b></li> <li>• <b>Protect character</b></li> </ul> <p><b>The principles</b></p> <ul style="list-style-type: none"> <li>• Principle 1: 'This SPD promotes <b>change and growth in the Vauxhall area</b>. It is intended that a sustainable mix of high density development will provide approximately 8000 new jobs and 3500 new homes as part of a diverse and balanced community. This scale of change will allow for the dividends of growth to meet the challenges....'</li> <li>• Principle 2: 'A <b>new district centre</b>, the 'Heart of Vauxhall' will increase the vitality of the area and form a 'growth pole' in the form of new CAZ frontage. This new district centre will establish a vital focus for activity and</li> </ul>
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			<p>amenity for new and existing communities; a place for shopping, meeting people, working, living and spending time. It will be enlivened with shops, cafes, restaurants and other town centre uses.... The new double sided retail high street will be the centrepiece of this new heart ... This will not be an anonymous high street ... Shop units will be sized and priced to attract an eclectic and changing mix of independent retail traders... Meanwhile uses will be introduced so that ground floor vacancies can be minimized..'</p> <ul style="list-style-type: none"> <li>• Principle 3: '<b>Local neighbourhood destinations</b> at Black Prince Road, Old Paradise Street and Vauxhall Pleasure Gardens will be reinforced ... New shops, cafes and restaurants will be focused in these existing local neighbourhood destinations to reinforce their vitality.... The SPD seeks to encourage spaces and places to be created for more food and entertainment businesses as well as studios for a wide range of artistic and cultural activities.'</li> <li>• Principle 4: 'The <b>railway arches as an active spine</b>, a focus for employment and business, cultural, artistic and community uses.'</li> </ul>
<p><b>Economic regeneration</b></p>			
<p><b>Linked to land use but no specific questions asked in the 2008 consultation</b></p>		<p>March open days feedback:</p> <ul style="list-style-type: none"> <li>• The principle to 'Create new homes and jobs' was the joint third most popular number one priority for Albert Embankment. More employment was mentioned by four people in response a</li> </ul>	<p><b>The Vision</b> talks of an estimated 8000 new jobs for the area and states: 'The railway arches, so long a barrier, are brought to life to provide space for new business, community and cultural use as well as being opened up to allow permeability. The ability for small enterprises to establish and grow is central to this vision.'</p>

		<p>question about what one thing would you want to be different in 20 years' time and a number of comments were made in the general comments section, e.g. "More business and job opportunities for residents and local people."</p>	<p><b>The Challenges</b></p> <ul style="list-style-type: none"> <li>• <b>To address unemployment:</b></li> <li>• <b>Stimulate economic activity:</b></li> <li>• <b>Improving commercial usage</b></li> <li>• <b>Safe-guarding the night time</b></li> </ul> <p><b>The principles</b></p> <ul style="list-style-type: none"> <li>• Principle 1: 'This SPD promotes <b>change and growth</b> in the Vauxhall area ... and will provide approximately 8000 new jobs... Whilst the opportunities for new high density homes are perhaps obvious, those for creating new employment on a large scale are less so. Development that comes forward that achieves this will be welcomed. Elsewhere, in order to tackle local barriers to work ...it will be necessary to maintain a supply of local opportunities and business premises in the Vauxhall area, deliver the the infrastructure required by support services and undertake programmes to support local people into work.'</li> <li>• Principle 2 'A <b>new district centre</b></li> <li>• Principle 4: 'The <b>railway arches as an active spine</b>, a focus for employment and business...'</li> <li>• Principle 8: Ensure <b>supporting infrastructure is provided</b> to create a truly memorable place, paid for by new development. .. The Community Development Trust will concentrate on delivering social and community benefits for the growing residential community in Vauxhall.... It will: Hold leases of affordable retail units...; provide advice, mentoring and support to new retail enterprises...'</li> </ul>
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			<p>Identified deliverables include</p> <ul style="list-style-type: none"> <li>• Creation of an Employment and Skills Plan for each development to be enacted through S106 requirements</li> <li>• Preferential notification of all VNEB related vacancies by developers and their supply chain</li> <li>• The provision of a Training Centre to focus on the job-readiness of local people</li> </ul>
<b>Scale of development and supporting infrastructure</b>			
<p>Respondents were generally in support of the option for development to meet London Plan Opportunity Area minimum targets, assuming developer contributions are provided for investment in local transport, community facilities and public space.</p>	<p>Publication of the VNEB OAPF established the anticipated scale of development across the opportunity area. The scale was outlined in the March open days exhibition and it was explained that the SPD would need to work within this OAPF.</p>	<p>The Lambeth Community Forum for VNEB meeting 17/05/2011:</p> <ul style="list-style-type: none"> <li>• The infrastructure funding study assumes that Durning and South Lambeth Libraries will remain open and the current review of libraries in Lambeth will need to pick this up.</li> <li>• Where would schools be located in the area</li> </ul> <p>March open days feedback:</p> <ul style="list-style-type: none"> <li>• The lack of general amenities was also a common complaint and the provision of better amenities was what people most hoped for in 20 years' time. A high street with better shops was the third most called for community benefit.</li> <li>• When asked what one thing would you like to be different about Vauxhall in 20 years' time a number of comments were made regarding the type of development that might come forward, eight comments appeared to welcome high quality development and a further six</li> </ul>	<p>In line with the OAPF <b>the Vision</b> states: 'The development of the shore area is expected to provide 3500 new homes and an estimated 8000 new jobs as part of Vauxhall Nine Elms Battersea...</p> <p>'new infrastructure realised at Vauxhall and provided by developers and landowners, will be of an excellent standard adding to a renewed sense of place and pride. A new underground station, a refurbished rail station at Vauxhall and a new two form entry primary school as well as health facilities will be provided...'</p> <p><b>The challenges</b></p> <ul style="list-style-type: none"> <li>• <b>Stimulate economic activity</b></li> <li>• <b>Encourage community interaction</b></li> <li>• <b>Tackle social deprivation</b></li> <li>• <b>Deliver affordable housing</b></li> <li>• <b>Protect character</b></li> <li>• <b>Address unrealised potential</b></li> <li>• <b>Address poor public realm</b></li> </ul> <p><b>The principles</b></p> <ul style="list-style-type: none"> <li>• Principle 1: 'This SPD <b>promotes change and growth</b> in the Vauxhall area. It is intended that a sustainable mix of high density development</li> </ul>

		<p>comments wanted to see a central square. On a more cautionary note, six comments were about smaller buildings and seemed to express dissatisfaction at the height of some of the recent proposals.</p>	<p>providing approximately 800 new jobs and 3,000 new homes as part of a diverse and balanced community. This scale of change will allow for the dividends of growth to meet the challenges....This unprecedented growth will provide for transformation of the social and economic prospects of existing residents and businesses in Vauxhall and the wider Lambeth area....Vauxhall will work hard and smart to bring about lasting and beneficial social, physical and environmental changes for the better... No one is interested in growth at any price. With growth must come beauty, pride and confidence... The nature of the area is such that many of the new homes will be densely developed...Such development is accepted as part of the agenda for growth described in this SPD. However, this growth will not happen unless the capacity of public transport infrastructure and other social and economic infrastructure servicing these areas grows at a sufficient rate to meet the increased demand generated by new development.'</p> <ul style="list-style-type: none"> <li>• Principle 8: 'Ensure <b>supporting infrastructure is provided</b> to create a truly memorable place, paid for by new development. All of the principles within this SPD generate the need for either new infrastructure or some sort of upgrade to existing infrastructure whether this is utilities, transport or health facilities. The DIFS sought to quantify these requirements although this will soon be superseded by the Community Infrastructure Levy.</li> </ul>
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			<p>Critical to this transition is the need to ensure that all of the relevant infrastructure is provided and in conformity with the OAPF...It is likely that the locally increased population will trigger the need for a new primary school... There are already new health facilities available at Phoenix House, but these are over subscribed. Jointly with the LB Wandsworth and health providers a sub-group of the Strategy Board has produced a timetable for reviewing local health provision across VNEB in light of future population projections.</p> <p>Identified deliverables include:</p> <ul style="list-style-type: none"> <li>• New two-form entry primary school</li> </ul>
<p><b>Sustainability</b></p>			
<p>81.2% of respondents to the online and postal questionnaires indicated that they supported that new development in Vauxhall should incorporate environmentally sustainable measures (e.g. use of recycled building materials, renewable energy generation, green roofs)</p>			<p><b>The vision</b> opens with: ‘Lambeth Council has an ambitious vision for Vauxhall based upon unlocking the potential locally to deliver a sustainable community as part of a recognisable and distinct district, noted for high quality buildings, exemplary streets and spaces and convenient and well managed public transport.’</p> <p><b>Delivering sustainable development:</b>          ‘Development in the Vauxhall area will be planned to meet the needs of the current and future community, making prudent use of natural resources, and avoiding harm to the natural and historic environment...          Developers of sites in Vauxhall need to reflect that this area is one part of VNEB where there are comprehensive ambitions to:</p> <ul style="list-style-type: none"> <li>• Establish a coordinated and sustainable approach to delivery of basic utilities</li> <li>• Deliver a district heating network to serve all new developments and</li> </ul>

			<p>connect to other existing development networks where feasible</p> <ul style="list-style-type: none"> <li>• Contribute a significant proportion of the 25% heat and power in London to be generated through decentralised energy by 2025 as outlined in London Plan Policy 5.5</li> <li>• Deliver CFHS level 4 and BREEAM 'excellent' across all developments as a minimum.</li> </ul> <p>The VNEB Strategy Board is in the course of producing a Sustainability Charter, a VNEB OA Strategic Utilities Plan and a Biodiversity Strategy. Developers will be expected to reflect the outcomes of these and any other future work completed by the board in relation to sustainability, along with the council's adopted policies. In particular, developers are encouraged to work together and to coordinate the provision of additional utilities as well as to ensure they facilitate the delivery of any future district heating network, including use of the linear park and as a key route for utilities.'</p>
<b>Parks and open spaces</b>			
<p>Respondents mostly agreed (73.3%) that new development should fund improvements to existing parks and open space in Vauxhall. However there was still strong support for new public space being provided as part of the new Vauxhall Heart area (52.7%) and new public open spaces being provided as part of development (59.2%)</p> <p>Regarding a specific</p>		<p>The feedback from the March Open Days:</p> <ul style="list-style-type: none"> <li>• People liked the existing parks and there were concerns that the quality of these needed protecting. 'More or better open space' was the most popular community benefit that people called for.</li> <li>• The top 3 Vauxhall Heart principles were 'Reconnect Vauxhall heart to the river'; 'Create a new urban square that is a focus for Vauxhall town centre'; and 'Create a</li> </ul>	<p><b>The Vision:</b> 'The heritage of green spaces that exist here; Vauxhall Pleasure Gardens, Pedlars Park and Lambeth Community Garden, are protected and improved upon, as are those neighbouring new development including Vauxhall Park and Larkhall Park. Greater connectivity and accessibility of these spaces is achieved, and new spaces created where practicable and desirable.</p> <p><b>The challenges</b></p> <ul style="list-style-type: none"> <li>• <b>Encourage community interaction</b></li> <li>• <b>Address poor public realm</b></li> <li>• <b>Safeguard and enhance open space</b></li> </ul>

<p>question on Spring Gardens (now Vauxhall Pleasure Gardens), there was widespread support for the option to encourage active uses, such as restaurants and bars, in order to improve overlooking (69.3%), followed by more street lights and brighter lighting (53.3%).</p> <p>Out of a range of other environmental improvements, 'More planting and landscaped green space' was the most popular option, followed by 'Better quality paving'.</p>		<p>high street that is shared between pedestrians and vehicles'.</p> <ul style="list-style-type: none"> <li>The top 3 Albert Embankment principles were 'Promote quality public spaces and streets'; 'Enliven the waterfront'; and 'Encourage connections to the river'.</li> </ul>	<p><b>The principles</b></p> <ul style="list-style-type: none"> <li>Principle 3: '<b>Local neighbourhood destinations</b> ...New green links, planting and public realm investment will seek to join up the areas of more formal open green spaces. The rail arches will be opened up enabling walking routes to connect up throughout the whole length of the SPD and onto the linear park at Nine Elms. Spaces next to the rail arches will also be improved with better lighting and surfaces.'</li> <li>Principle 4: '<b>The railway arches as an active spine</b>... Investment in the public realm areas around and within the arches will dilute the effect of the rail line as a physical barrier...</li> <li>Principle 5: 'Vauxhall will be <b>reconnected to the river</b> by improving the Thames Path and enlivening the waterfront with public spaces and places to eat and drink and relax...An inspiring, comfortable and accessible waterfront promenade will extend the length of Lambeth's boundary with the Thames..'</li> <li>Principle 6: 'Development will define a series <b>of recognisable streets, spaces and places</b>. In the district centre, this will mean ... a new urban square as a focus for the new district centre ...'</li> <li>Principle 7: 'The existing <b>green spaces will be connected and improved</b>, especially Pleasure Gardens, Vauxhall Park and Larkhall Park. Pedestrian and cycle links to the proposed Nine Elms linear park, through the new high street and on to Albert Embankment will be created to form a continuous route throughout</li> </ul>
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			<p>the whole area connecting to Battersea... The masterplans produced for each park dated 2005 will be updated and developer contributions will be directed towards the delivery of a series of community supported projects which will enable increased safe usage of parks. ...[These] will be generated in close conjunction with local people and interest groups and they will contain an Action Plan of projects to be funded via developer s106 contributions... Wherever possible, newly provided open spaces should be accessible to the public.'</p>
<p><b>Community and/or leisure facilities</b></p>			
<p>When asked about additional community and leisure facilities, the top ranked priority was for cultural facilities (e.g. theatres and museums), with over 60% showing support. The second most popular priority (supported by 51.8%) was for leisure facilities. Comments which made specific requests included swimming pool, cinema and skate park.</p>		<p>Feedback from the March Open Days:</p> <ul style="list-style-type: none"> <li>• Additional facilities were a popular aspiration and in particular, people wanted to see a swimming pool and a cinema in the local area.</li> </ul>	<p><b>The Vision</b> states: 'new infrastructure realised at Vauxhall and provided by developers and landowners, will be of an excellent standard adding to a renewed sense of place and pride.... a new two form entry primary school as well as health facilities will be provided...'</p> <p><b>The challenges</b></p> <ul style="list-style-type: none"> <li>• <b>Protect character</b></li> <li>• <b>Provide a cultural offer</b></li> </ul> <p><b>The principles</b></p> <ul style="list-style-type: none"> <li>• <b>Principle 2:</b> 'A new district centre ... This will establish a vital focus for activity and amenity for new and existing communities; a place for shopping, meeting people, working, living and spending time.</li> <li>• <b>Principle 3:</b> '<b>Local neighbourhood destinations</b> ... are part of the cultural history of the area. The intention is that aligning these assets together physically, economically or</li> </ul>



			<p>by reputation enables the rediscovery of the richness of cultural offer that the area once boasted. This is not only about history or heritage. It is about making room for the new and modern cultural facilities that appeal to the modern society that is leading the way for the wider redevelopment reflecting the growth and trend of the South Bank as a whole in this regard... Vauxhall has established itself as a fresh, distinct night-life destination with a defined character and atmosphere. There is an emerging café and restaurant offer...The SPD seeks to encourage spaces and places to be created for more food and entertainment businesses as well as studios for a wide range of artistic and cultural activities...'</p> <ul style="list-style-type: none"> <li>• Principle 8: 'Ensure <b>supporting infrastructure is provided</b> to create a truly memorable place, paid for by new development... The DIFS identified the need for the provision of a new community/children/adult learning centre.... The council is undertaking an audit of existing community facilities in the Vauxhall area to determine what type of community building or facility is required... It may be that this work will recommend that the tariff contributions be used to support the establishment and running of the new Community Development Trust rather than the provision of a new capital facility... The Vauxhall CDT will have an over-arching purpose to ensure, via community initiatives, that the spirit of Vauxhall is nurtured and able</li> </ul>
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			<p>to flourish.... It will ...develop the capacity to take on the management of other social and community assets over time, including community buildings; [and] ... Devise a programme of community focused projects which concentrate on cultural place-making to complement the vision for Vauxhall and the Cooperative Council agenda.'</p>
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