Neighbourhood Planning Meeting 13 May 2015 Carmelita Centre 7.30 pm

Annotated Agenda, *adding notes of discussion on the night*

1 Where have we got to?

* Application lodged 30 March for a) area and b) KOVF as approved body
* Lambeth consulting formally from 20 April to 1 June 2015 – *see*

*http://www.lambeth.gov.uk/consultations/neighbourhood-plan-forum-and-area-applications-for-kennington-oval-and-vauxhall*

* KOVF issued note to interested stakeholders 21 April with background
* KOVF website now with separate NP tab from which the UCL work can be downloaded
	+ *Mixed views expressed about effectiveness of Lambeth consultation techniques – some association reps had received notice, some not.*

2 What do we do now?

* Tonight
	+ Separate into 3 groups to review UCL student work, which records the results of some earlier resident consultations
	+ Work out, what needs correcting or amending right now?
	+ What needs updating?
	+ Then, what needs doing next?
		- What can we do for ourselves?
		- And what will we need to pay professionals to help us with, or do for us?
	+ Give a preliminary feedback tonight by 9.15 pm, let each group organise any further work among itself, and give a considered response, preferably in writing, in time for it to be on the agenda at the next public NP meeting on 10 June
		- ***Economic material*** *had been very thorough, and updating would be a big job. Vauxhall as a centre struggling to express a personality, no “there” there, “Through Vauxhall, not at Vauxhall”. Concentrations of economic floor space were more powerful than penny packets of “active ground floor frontage”, much subsequently changed to residential under permitted development rights – perhaps offsite provision would be appropriate, to bulk up the offer, cf affordable housing.*
		- *Change in the settlement patterns meant that those who previously visited clubs might now be found in resident garden societies, and with a decline in the club scene, contiguous railway arches were coming available which might be better candidates for managed small workshop space than eg the vacant garages that the UCL work had identified. There might be a case for use class designation of zones of railway arches, to reinforce quarter/node/niche provider ideas, to give Vauxhall something other than bland national uniformity as a centre, particularly with the cultural corridor developing in parallel with the embankment*
		- *Giles Semper, for Vauxhall One, and Mike Keane for KOVF recognised the need to ensure that Vauxhall One’s top down business reflections and KOVF’s door to door canvas of business opinion (just beginning) complemented each other*
		- *Other aspects touched on were need for early discussions with stakeholders, and the possibility of extending the CAZ down to the junction of Kennington Park Road and Harleyford Road, to limit permitted development rights (at least as they currently stood)*
		- ***Green Infrastructure*** *material was being reviewed by a group under Polly Freeman. Given their expert local knowledge of parks etc, they saw the need to check a number of aspects of quality of open green space, as assessed by the UCL students. They would do some on site reappraising (ideally with a test child!) and return with a considered assessment on 10 June.*
		- *Other aspects touched on included, since all “green links” were not equal, whether they could be classified, prioritised and costed (both to establish and to maintain), whether larger parks were significantly quieter and with better air quality at their centres, and how this could be measured, what view was taken of the proposed CIL Schedule projects in the KOVF area, and the need to take on board the Vauxhall One/VGERTA/Lambeth “Missing Link” work.*
		- *Also should not lose sight of other green infrastructure such as cycle routes, waste disposal etc, and busy roads inhibiting pedestrian access to parks, eg Kennington Park Estate and Kennington Park.*
		- ***Tall building and Gasholder site material*** *was being looked at by a group led by Rodney Ovenden. The tall building material was interesting, and attractively presented, but assumed the inhabitants of such buildings would have the characteristics of “normal Londoners” (Scenario A). Need was seen for Scenario B, based on actual characteristics of the high status, low occupancy flats like St George Wharf (15% vacant, average of 1.4 persons per built flat, low demand on public transport).*
		- *The students had drawn a blank on GP patient statistics, but Katie Hunter had identified a source, and this should be worked up.*
		- *The UCL work was strong on the surroundings to the Gasholder site and how other gasholder sites had been developed, and illustrative on how a mix of uses could be accommodated on site, while Create Streets had concentrated on terracing the whole of the sites, with a much needed public green open space, but under a repositioned large gasholder. Provision of business floor space and reprovision of Tesco had been only nominally treated, and issues of density to meet London Plan “optimising” were not yet addressed.*
		- *Rodney Ovenden would contact Create Streets to see if their offering could be developed to address the obvious planning questions of density, and floorspace by use, within the constraint of no building above 30m, as this was not an area suitable for tall buildings. The watchword was “This is Kennington, not Vauxhall!” as emerged from the Create Streets dialogue with neighbours.*
		- *In the light of those discussions, there might emerge a synthesis of the UCL and Create Streets work, or they might be separate illustrative contributions to the OAKDA consultation, now due for a second round on 13 June*
		- *As regards stakeholder discussions, we could identify the following concentrations where early discussion with developers/owners would be useful*
			* *Kennington Cross, where Workspace had, we understood, purchased Edinburgh House, adjacent to the consented St Anselm’s and contemplated Duchy redevelopment*
			* *Albert Embankment, where there was a risk of repeated cafes as the only “active frontages”. We had an invitation from Sean Ellis of St James which we would take up*
			* *Network Rail Property, ref possible zoning of the railway arches, probably in conjunction with Vauxhall One*
			* *Sainsbury’s, CLS and other property interests at Vauxhall re the proper definition of the “town centre”, and the timescales of their development ambitions*
			* *And we were already engaged in the OAKDA consultations*
* Subsequently
	+ Put in your diaries the following meetings
		- 10 June
		- 15 July
		- 16 September
	+ Think about other areas of activity, for discussion on 10 June – the NP guidance suggests we might look at any of these
1. Employment – covered by the UCL work.
2. Town Centres and Retail – covered by the UCL work
3. Housing – the KOVF position is to refuse to allow viability assessments for affordable housing to be confidential, expecting a consequent increase in provision. OAKDA also has just published a useful technical study on housing demand and supply in our area. - *The North Lambeth Housing Manager had expressed a wish to be involved, and David Boardman would follow up this contact, having digested the OAKDA material*
4. Urban Design – the KOVF position is to argue that there have been far too many departures from the development plan, eg as to height of tall buildings in Vauxhall, exceeding density limits and non-replacement of employment floor space. Perhaps the watchword should be – “Planners, stick to your plans”. The main development issue will be the OAKDA Master Plan process, with contributions from the UCL students, Create Streets, and the developers/Lambeth planners. – *As developed above.*
5. Historic Environment – are there concerns beyond the Gasholders and 8 Albert Embankment? – *None immediately came to mind*
6. Transport – are there issues over and above the Vauxhall Gyratory? What could an NP contribute to the TfL process already under way?
7. Natural Environment – covered by UCL work
8. Others, such as health, culture, leisure… -
	* + - hands up if you can identify the North Lambeth Community Hub, - *as noted ruefully, the Culture 2020 Consultation document shows no such in the whole of North Lambeth, but the “Black Prince Community Hub”, round the back of the Old Lilian Baylis housing development, now run by GLL, holds itself out as such.*
			- did you realise the air quality within the Congestion Charge Zone is illegal, and what consequence should that have for development? – *How do the foreseeable actual deaths from respiratory diseases exacerbated by the elevated NOx levels rate against the remote risk of deaths from a COMAH incident which inhibit development under the PADHI system?*
			- did you realise that 24% of year 6 children in our schools are obese?
			- Does the large influx of visitors to the area from Damien Hirst’s gallery, from later this year, have NP implications?
			- What else?
	* Get your friends and any of your associations involved in this process – KOVF Board has offered to talk to neighbourhood groups and associations to give them the background and hear their views
	* Think how we should go after the opinions of “hard to reach” groups as well – *Martin Osengor will facilitate a visit by David Boardman to the All Nations’ Church, who have recently been sensitised to the planning system by their recent successful application to extend their church*
	* KOVF Board to formulate funding bid to Locality – from our population size (upwards of 30,000), our BME mix (40% at 2011), our consultation difficulties (13% in households with no adult with English as a first language), our areas of deprivation (31% of children in Lambeth schools are entitled to free school meals) and our development pressures, we might be in line for upward of £30,000, if we should need it
	* Discussions to be organised with stakeholders – *See discussion above*
	* Check feasibility of a quick process that culminates in a referendum in May 2016, alongside the Mayoral election – what does that imply for our timetable (cf speedy process at Exeter St James in about a year)?

David Boardman

KOVF

16 May 2015