

NINE ELMS VAUXHALL STRATEGY BOARD

Minutes of the meeting held on Friday, 27th September 2013 at 9.30 a.m., at City Hall (Committee Room 5), The Queen's Walk, London SE1 2AA

PRESENT

Members of the Strategy Board: Mr Stewart Murray (Greater London Authority); Councillor Lib Peck (Co-Chair) and Councillor Mark Harrison (Lambeth Borough Council); Councillor Ravi Govindia (Co-Chair – in the Chair) and Councillor James Cousins (Wandsworth Borough Council); Mr Alex Williams (Transport for London); Mr Sean Ellis (St James' Group); Mr Peter Halpenny (Ballymore Group); Mr Jonathan Rawnsley (Sainsbury's); Mr Tim Seddon (St. Modwens) and Mr Richard Tice (CLS Holdings).

Officers and observers: Mr Colin Wilson (Greater London Authority); Ms Sue Foster, Ms Carolyn Dwyer and Ms Sandra Roebuck (Lambeth Borough Council); Mr Paul Martin, Ms Seema Manchanda, Mr Martin Howell, Mr Nick Smales, Mr Chris Jones and Mr Bill McCluskey (Wandsworth Borough Council), Ms Helen Fisher, Mr Keith Trotter, Mr Jamie Eagles, Ms Samantha Campbell and Mr Joseph Baker (Nine Elms Delivery Team), Mr Tom Burton-Page and Mr Julian Ware (Transport for London); Mr Robin Hughes (Network Rail); Mr Philip Gullett (Battersea Power Station Development Company); Mr Tristan Stout (Ballymore); Mr Phil Stride (Thames Tideway Tunnel); Mr Laurence Johnson (Hoare Lee); and Mr Stephen Anderson (Peter Brett Associates).

Apologies: Apologies for absence from Strategy Board members and alternates were received from Sir Edward Lister (Greater London Authority); Ms Michele Dix (Transport for London); Ms Jan Lloyd (Covent Garden Market Authority) and Mr Rob Tincknell (Battersea Power Station Development Company).

1. Introductions

The Co-Chair welcomed all attendees to the meeting.

2. Declarations of Interest

No declarations of interest were made.

3. Minutes (08.03.13)

The draft minutes of the meeting of the Strategy Board held on 28th June 2013 – Paper No. SB13-23 – circulated with the agenda, were approved as a correct record and were signed by the Co-Chair.

4. Programme Director's Update

Helen Fisher introduced the report - Paper No. SB13-24 - which set out the key achievements across the programme in the last three months and the likely progress in the next quarter.

The main focus had been on finalising the Construction Logistics Framework and the Utilities Masterplan which were the subject of reports later on the agenda.

In support of the increasing role of arts and culture in the area, Susie Gray, Wandsworth's Arts Officer, had been seconded on a part-time basis for six months to bring forward the cultural programme and two events had been sponsored in September 2013 (Open House weekend and Thames Festival). The issue of the management structure for the Linear Park had not yet been agreed and Counsel's advice had been sought to assist in resolving this matter. A meeting had taken place between TfL, the two Boroughs and interested landowners to discuss the possibility of a second entrance at the Nine Elms Station.

She highlighted a number of significant events that had taken place and others that will be happening in the near future. These included:-

- The topping out at Riverlight;
- Ground breaking at Battersea Power Station;
- Opening of Riverside Gardens;
- The successful Expo held in July at Battersea Power Station; and
- Ground breaking at the American Embassy.

Helen Fisher then referred to Nine Elms on the South Bank being represented at MIPIM in 2014. She said that there had been a presence at the last four conferences, which had been useful in promoting the area and brand. She was seeking approval to continue the momentum that had been created, by attending next year's event subject to securing the necessary sponsorship.

In response to a question from Councillor Govindia it was agreed that the Board support attendance at MIPIM 2014 to promote Nine Elms on the South Bank, subject to the necessary sponsorship being obtained. On this point it was pointed out that early indication of sponsorship would assist in formalising the plans for this event.

Action: Private sector partners to contact Delivery Team regarding their intentions to sponsor the partnership presence at MIPIM.

She informed the Board that work on the 2014/15 Business Plan would be starting shortly with the final draft being submitted to the Board in December 2013.

She thanked Roy Evans and Matthew Townend who were standing down from their roles as Working Group Chairs and highlighted the significant contribution they had made to the project. Councillor Govindia added his thanks for their efforts and wished them well in the future.

Peter Halpenny asked when Counsel's advice on the linear park management issues would be available. Seema Manchanda said that it should be available shortly, possibly within the next week.

Councillor Govindia informed the Board that the package of news cuttings etc. that is available at Board meetings in hard copy would, in future, be available on the Nine Elms on the South Bank intranet site.

Action: Helen Fisher

The Board:-

- (a) noted the content of Paper No. 13-24;
- (b) endorsed the presence of the Nine Elms on the South Bank programme at MIPIM 2014 subject to the Delivery Team securing the necessary funding from partners and sponsors; and
- (c) approved the proposed Business Planning process.

5. Performance Management Framework (PMF)

Keith Trotter introduced – Paper No. SR13-25 – which covered the period of the second quarter of the Nine Elms Vauxhall Partnership Business Plan 2013/14. He highlighted a number of the priority projects with red rated actions:-

- Vauxhall Gyrotory – Despite good progress being made in discussions between TfL and Lambeth Council, the date for the selection of the preferred scheme has been put back to March 2014;
- Linear Park – As mentioned in the Programme Director's report, Counsel's advice has been sought on the management arrangements for the park which has led to delay on progress. If agreement is reached it is anticipated that this could be completed by December 2013;
- Delivery of Affordable Housing – Delay in the completion of the study due to the difficulty in arranging a top-level meeting. The meeting has now been arranged for October 2013 with a revised target date of March 2014; and
- Phasing and Infrastructure Study – The completion of the study has been put back from June to December 2013.

Keith Trotter also referred to the 10 Outputs listed in the report. He said that these will need to be amended to achieve consistency and those within the report were therefore not accurate. In response to a question from Councillor Govindia, Keith Trotter agreed to provide the Co-Chairs with the numbers of apprenticeships started and pledged.

Action: Keith Trotter

Paper No. SB13-25 was received as information; the revised actions were agreed; and the 10 Outputs noted.

6. Phasing and Investment Study Update

The Board received a presentation by Martin Howell – Paper No. SB12-26 - updating the Phasing and Investment Study.

He then gave a presentation on the four phasing scenarios of the study. Scenario 1, showing the peak of residential development in 2016/17, was based on the information provided by developers. Scenario 2 showed some smoothing after the initial peak but he said that this would not affect overall delivery. Scenarios 3 and 4 show further smoothing and build in possible delays on certain sites. For the purposes of population modelling and infrastructure funding it was decided to use Scenario 2.

He reported that the results were broadly similar to the previous survey but the total number of residential units is likely to be 18,000 rather than the 16,000 anticipated in the earlier study based on planning approvals to date. The estimate of the population of the area is 35,000 and further work will be undertaken when the latest 2011 Census details are available in the first half of 2014.

A meeting would be held shortly with the health and education authorities to discuss the impact of the figures and what their requirements will be on their services and to discuss how the necessary funding will need to be put into place. He said that the data gleaned from this study could assist other studies being carried out such as construction logistics.

Councillor Govindia thanked Martin Howell for his presentation and informed the Board that a further report on this topic would be submitted to them in December 2013 focussing on the funding of infrastructure element of the work.

The Board noted the progress to date and the proposed next steps as outlined in Paper No. SB13-26.

7. Utilities Master Plan

The Board received a presentation by Laurence Johnson of Hoare Lee – Paper No. SB13-27 - on the findings of the Utilities Master Plan and identifying key risks together with the action needed to address these risks.

He said that having looked at the responses from the public utilities setting out their infrastructure requirements, two very significant risks that require immediate attention emerged. The first risk was the need to immediately secure and develop a site for a primary electricity sub-station. The estimated cost of the construction of the sub-station is £21.5 million + the cost of the purchase of the land. The timescale was critical as the Thames Tideway Tunnel(TTT) and NLE construction projects will require large scale electricity provision.

The second risk concerned the provision of additional drainage capacity for foul and surface water. In relation to this second point a new pumping station will need to be provided together with a 1.8 m diameter tunnelled sewer under Nine Elms Lane.

Both of these areas need urgent action in order to prevent major delays to the overall regeneration of the area. It appeared that the work of the various utilities companies were uncoordinated and did not sufficiently acknowledge the peak construction period of 2014-2018.

He also gave details of the requirements of the other public utilities as follows:-

- Gas – Can meet the demand although all mains will be replaced as part of conversion from metal pipes to plastic;
- Water – Significant upgrade required with 3.5 kilometres of new pipework to be installed; and
- Telecoms – Demand will be met via competition between the providers.

He outlined the steps that needed to be taken as a matter of urgency:-

- Formalise the proposed collaboration between landowners (underway).
- Secure and agree approach for delivering a primary substation.
- Undertake detailed drainage strategy study.
- Look at re-routeing services.

Councillor Govindia expressed the view that TWA and UKPN had not given sufficient attention to the demands, which were well known, for their services in the regeneration area. He said that it would be very disappointing if there were to be delays to schemes because of their failure to recognise these demands.

Alex Williams pointed out that these infrastructure works, in addition to the construction works associated with the planned developments, were going to have a serious impact on traffic in Nine Elms Lane. Jamie Eagles reported that all options to mitigate this are being investigated.

Sean Ellis referred to the difficulties in getting the utility companies to take a broader view as, in his experience, they would only deal with developments on an individual basis. On this point Helen Fisher reported that it is proposed to form a company (special purpose vehicle) to approach the public utilities on behalf of the landowners as a single legal entity. The legal structure of the company is currently being explored and it is anticipated that it could be set up by October 2013.

Action: Helen Fisher to progress proposal for special purpose vehicle.

Philip Stride said that it was always a difficulty for Thames Water to know exactly when developments will actually start. He accepted that they did tend to deal with developments individually. Clearly the infrastructure requirements for what in effect is a new town of 35,000 people are very significant.

Peter Halpenny asked a number of questions and Laurence Johnson replied as follows:-

- He sought confirmation that the cost of purchasing land for these infrastructure works would be of the order of £40 million – This was an estimate for the land required for the electricity sub-station and the water pumping station.
- Had the site for the pumping station been identified? – Not yet, but this was a matter for Thames Water.
- When did the sub-station have to be operational? – 2016, but if this is not achieved temporary measures may have to be introduced.
- Would compulsory purchase powers be used to secure the necessary sites? – It is hoped that a collaborative approach will secure the sites but it may be necessary to use other powers if that is not possible.

In response to a question concerning siting the sub-station further to the east of the area, Laurence Johnson said that whilst it was theoretically possible, the identified area nearer the centre of the area was the preferred option.

Sean Ellis asked when power for the TTT would be required. Philip Stride said that it was critical that it was available in 2016.

Councillor Govindia thanked Laurence Johnson for the presentation and urged all parties to keep these vital issues to the forefront, particularly the requirements for the TTT and the NLE which would need these additional services.

The recommendation in Paper No. SB13-27, that the Board endorse the approach to securing investment in the area's key utilities, was approved.

8. Construction Logistics

Jamie Eagles introduced the report - Paper No. SB13-28 - which sought endorsement of the recommendations arising from the findings of the Construction Logistics Framework (CLF).

Jamie Eagles referred to the previous decisions of the Strategy Board to fund and commission the CLF and to appoint Peter Brett Associates (PBA) to carry out this work. They have now produced the CLF and the key findings were:-

- That at the peak of construction traffic, estimated to be during the 3rd and 4th Quarters of 2015, there will be 2,500 two-way HGV and LGV movements every day.
- The need for co-ordinated investment of public utilities upgrades which are likely to limit capacity on Nine Elms Lane.
- Capacity issues around the 08.00 -09.00 peak hour and the possibility of limiting HGV movements at that time.
- The development of a Construction Logistics Charter to ensure that there is a voluntary code of practice with a focus on collaborative working across the development sites.

The next steps were:-

- To agree a collaborative funding strategy between private developers and key public agencies
- Developers to jointly commission a review of potential HGV holding areas, LGV parking and potential for consolidation centre opportunities
- Continued development of area wide signage proposals
- The development of detailed specifications for a web based information portal web based Traffic Coordination and Planning function, and non-web based communications
- Establishment of a regular overarching meeting to coordinate, plan and implement actions that require the coordination of major infrastructure changes and emergency responses

Action: Jamie Eagles

Alex Williams said that cycling safety was a critical issue in London and would be a particular concern in the Nine Elms Lane area during the construction works. He added that the suggestion of reducing movement of HGVs during peak times might mitigate these risks. Councillor Govindia said that discussions with the Mayor's Cycling Advisor were being held to focus on the potential problems caused by the interface between cyclists and HGVs.

Councillor Harrison stressed the importance of keeping residents and other people who use the area informed of the possible disruption to access that the construction and infrastructure works will cause. Councillor Govindia supported this point but said that it should not be confined to just this area. He said that it should cover the wider regeneration area and be co-ordinated by TfL. On this point Sandra Roebuck referred to the proposed developments on Albert Embankment, not all of whom are represented at the meeting. She asked if the disruption implications for that road had been considered, including the effect on coach parking. Jamie Eagles said that this was indeed being considered, as well as other developments likely to affect vehicle movement and was being co-ordinated by TfL as part of their traffic modelling work.

The recommendation to endorse the CLF as set out in Paper No. SB13-28 was approved.

9. Pedestrian and Cycle Bridge

Alex Williams introduced the report - Paper No. SB13-29 – on progress on the proposed Nine Elms pedestrian and cycle bridge.

He reported that options 1 and 2, which were favoured by the Strategy Board, were causing concern to Westminster residents. TfL has agreed to consider Option 4 in more detail (adjacent to Grosvenor Bridge).

Board members questioned the viability of Option 4 as they considered this to be in the wrong area and not offering the same level of transport benefits as a

more centrally located bridge in the area would provide and it had also not previously been considered a practical choice. Sean Ellis was concerned at Option 4 being pursued as this does not achieve any of the objectives the Board had set for a bridge and did not think this a good use of TfL's resources. This view was shared by other Board members who made it clear that Option 4 would not be supported as it was not truly a fourth option but another bridge proposal in its own right. Councillor Peck asked if adjusted versions of Options 3 and 3A, could be re-considered. Councillor Govindia pointed out that the landing sites on the southern bank for these options were adjacent to Riverlight and the TTT works site. Sean Ellis said that Option 3 would be landing on an area owned by the Port of London Authority. Alex Williams agreed to look again at these options.

Action: Alex Williams

Alex William also reported that there had been a very good response to the survey of cycle users who use Vauxhall and Chelsea Bridges, with over 3,000 responses that are currently being analysed. He also stated that the technical report had found that in order to have safe clearance for river traffic the bridge would have to be of sufficient height that it would entail stairs and possibly lifts at the landing sites. Board members questioned the practicality of a cycle bridge that necessitated the use of steps and lifts.

Provided the feasibility study is completed, a report on all three stages of the process will be submitted to the next Strategy Board meeting.

Action: Alex Williams

The report - Paper No. SB13-29 - was received as information.

10. Working Groups Chair's Updates

On – Paper No. SB13-30 – Councillor Govindia informed the Board the Co-Chairs had met with the Chairs of the Working Groups to discuss strategic issues and the following year's priorities as part of the business planning process.

Alex Williams updated the Board on two major projects, the NLE and the Vauxhall Gyratory. On the NLE he stated that a pre-Inquiry meeting was held on 13th September 2013 where the two Boroughs expressed support for the scheme (with reservations) and a number of landowners and residents appeared as objectors. Discussions are being held with the landowners to try and resolve the differences but the residents, mainly based in the Kennington area, remain opposed to the scheme. He said that it would assist if letters of support were submitted to the Public Inquiry which will take place at the Pestana Hotel on 19th November 2013. The landowner representatives present at the meeting expressed their support for the scheme in principle but reserved the right to question the detailed issues.

On the Vauxhall Gyratory Alex Williams reported that there had been very useful discussions between Lambeth Council and TfL. Two options were

under consideration for the removal of the gyratory system, one involved widening the viaduct and the other did not. Terms of Reference have been agreed on a partnership working approach and a joint working group that will feed into the Vauxhall Landowners' Meetings.

Councillors Peck and Harrison expressed their thanks for the efforts of TfL in reaching these agreements on this scheme.

Philip Stride then updated the Strategy Board on the latest developments on the TTT. He reported that the application for the Development Consent Order had been submitted. In respect of the Public Inquiry a letter under Rule 8 of the Infrastructure Planning (Examination Procedure) Rules 2010 was issued that generated 100+ queries that need to be addressed. However, there were no issues in relation to the proposed Kirtling Street site. On the question of procurement he said that the tunneling works had been divided into three packages, with Kirtling Street being in the Centre package. Advertisements for the contracts had been placed in the technical press and it was anticipated that the Western package would be put to tender in November 2013. Discussions had been held with Wandsworth Council's Economic Development Officer on employment and apprenticeship opportunities.

On Public Realm matters Carolyn Dwyer reported that the cultural strategy - Nine Elms on the South Bank 'A Cultural Place' had been approved by the Public Realm Working Group. The strategy had two main aims. The first was to stitch Nine Elms into the London cultural map connected to other local established cultural areas such as Bankside and the South Bank, as well as locations north of the river. The other aim involved developing a programme of activity which will reflect the nature of the area. As part of this programme a Strategic Friends Group will be established to promote cultural projects and build on existing activities.

The report – Paper No. SB13-30 was received as information.

11. Development Sites Planning Update

The Development Sites Planning Update – Paper No. SB13-31 was received as information.

12. Dates of Meetings

The remaining Strategy Board meeting in 2013 will take place on 13th December 2013

The following dates for Strategy Board meetings in 2014 were noted:-

7th March 2014
20th June 2014
26th September 2014
12th December 2014

The meeting ended at 10.45 a.m.

Bill McCluskey
Board Secretary