

NINE ELMS VAUXHALL STRATEGY BOARD

Minutes of the meeting held on Friday 11 December 2015 at 9am, at City Hall (Committee Room 3), The Queen's Walk, London SE1 2AA

PRESENT

Members of the Strategy Board: Councillor Lib Peck (Co-Chair – in the Chair, Lambeth Council); Cllr Steffi Sutters (Wandsworth Borough Council); Sir Edward Lister and Fiona Fletcher Smith (GLA); Jan Lloyd and Pam Alexander (Covent Garden Market Authority); Tim Seddon (St. Modwens); Sean Ellis (St James' Group); Aseem Sheikh (Vauxhall One); Simon Wigzell (CLS Holdings); Alex Williams (Transport for London); Prof. Juan Cruz (Royal College of Art); Janet Greenwood (Tideway) and Peter Halpenny (Ballymore Group).

Officers and observers: Jon Kirkup and Robert Niven (Transport for London); Eleanor Pinfield (Head of Art on the Underground, Transport for London); Hilary Skinner (Westminster City Council); Nick Smales, Dan Taylor, Tim Cronin, Steve Diamond and Fiona Rae (Wandsworth Borough Council); Keith Trotter, Samantha Campbell, Jamie Eagles, Katharine Yexley and Anne Mullins (Nine Elms Delivery Team); Samantha Wells, Stewart Murray and Colin Wilson (GLA); Sue Foster and Sandra Roebuck (Lambeth Borough Council); Gordon Adams (Battersea Power Station Development Company); Malcolm Orford (Tideway).

Apologies: Apologies for absence from Strategy Board members and alternates were received from Councillor Ravi Govindia (Co-Chair, Wandsworth Council); Councillor David Amos (Lambeth Borough Council); David Hughes (Transport for London) and Rob Tincknell (Battersea Power Station Development Company).

1. Introductions and Declarations of Interest

The Co-Chair welcomed all attendees to the meeting. There were no declarations of interest.

2. Minutes of the Last Meeting

Under item 6, it was noted that Pam Alexander's correct title was Chair of CABA at the Design Council.

The draft minutes of the meeting of the Strategy Board held on 25 September 2015 – Paper No. SB15-40 – circulated with the agenda, were approved as a correct record subject to the above amendment and were signed by the Co-Chair.

3. Programme Update

Keith Trotter, Nine Elms Programme Coordinator, introduced Paper No. SB15-41 which provided a Programme update. This report also contained an update on the Culture programme which would be a separate standing agenda item from 2016. The revised governance arrangements were now in place and the Delivery Team

contracts had been extended for one year until end of March 2017 and that a further review of the Partnership would take place later in 2016/17.

It was noted that a letter went out to all developer / landowner Chief Executives on 10 December 2015 requesting urgent attention to supply information for the Phasing Study. Although there had been more responses, some were still incomplete. Partners were encouraged to contact the Delivery Team if they were unsure of the requirements.

The Partnership's supply chain programme Supply Nine Elms on the South Bank had launched its latest round at Battersea Power Station on 8 December which had been very well attended, increasing the links between local businesses and the supply chain. The Partnership had also attended MIPIMUK at Olympia on 21-23 October 2015. Keith Trotter also thanked the private sponsors (listed in the report) for enabling the Partnership's attendance at MIPIM Cannes 2016 (15-18 March).

Wandsworth Council now have a preferred bidder design team for the Nine Elms Pimlico Bridge and the Jury Panel, Technical Panel and Residents Review Panel were all thanked for their valuable contributions. A timetable for the construction of the bridge would be drawn up in collaboration with the preferred bidder following formal confirmation of the appointment. It was noted that there were still concerns from some Pimlico residents about the impact of the bridge and these issues would need to be worked through should it be taken through planning.

Lambeth Council continue to work on plans for the primary school at Keybridge and on the Visioning Vauxhall programme which will be reported to the March Strategy Board.

Keith Trotter explained that there would be an increased focus on the cultural programme at future meetings and that a number of projects were underway. These included the Floating Greenhouse and Matt's Gallery (p.7, Paper No. SB15-41). An important piece of work was also being undertaken in partnership with Tate Modern as part of the Tate Exchange programme.

He also confirmed there were no major issues to note regarding finance.

The Chair encouraged all landowners and developers to complete the phasing information required for the Phasing Study as soon as possible.

The Board noted the content of Paper No. SB15-41.

4. Performance Management Framework

Keith Trotter introduced Paper No. SB15-42 which gave an update on performance for Quarter 3 and subsequent recommended revisions.

Nine Elms Lane and Battersea Park Road's Phasing Study was progressing well and there would be an update on this project at the next Strategy Board in March.

Linear Park - Wandsworth planners had confirmed that discussions with landowners regarding the management and maintenance arrangements were nearing a conclusion and this was hopeful of being resolved in February.

Gateway Project – it had been agreed to run this as a grants programme given the complexity of sites and ownership and that there should be good progress over the coming months on four gateways throughout the area.

Battersea Park Station – delays to the project and the latest cost estimates mean there is still a risk to the project and discussions are ongoing between Wandsworth Council, Transport for London, Network Rail and the Department for Transport.

In terms of the Outputs, this quarter saw an increase in the number of sites under construction and the amount of commercial and retail space occupied, with the opening of the area's first new supermarket (Waitrose on Nine Elms Lane).

The Board noted and approved:

- (a) The third Performance Management Framework (PMF) of the Nine Elms Vauxhall Partnership Business Plan 2015/16;
- (b) The revised actions and reset the actions accordingly;
- (c) The Outputs previously agreed to be monitored by the Partnership.

5. Vauxhall Gyrotory

Sandra Roebuck introduced Paper No. SB15-43 which reported on the progress and consultation for the removal of Vauxhall Gyrotory, one of the Partnership's Priority Projects.

As a result of last year's consultation on the proposals for transforming Vauxhall Cross, there was strong local support for removing the Gyrotory. It was explained that the input of local landowners and businesses was very important and that individual responses were encouraged as only 1% of local landowners and businesses had responded in the last round. It was noted that there has already been an increase in responses from landowners and businesses but again the importance of construction phasing information being up to date was raised.

Alex Williams explained that, under the new proposal, a centralised bus interchange would be retained result in an improved facility with better shelter, toilets etc. There would be an improved pedestrianized public realm connecting tube, bus station and overground. The new bus station would have a lower canopy to provide rain shelter and would be better placed to provide real time information to bus passengers. There would also be notable bus route improvements for almost all routes, particularly the 344 and 88 and although the bus time analysis suggested an increased journey time for the 156 route passenger time would not actually be longer but there would be an increased waiting time at the bus station where it terminates.

It was reported that the timing of traffic lights on Parry Street were unfavourable to pedestrians which caused a number of pedestrians to cross the road in an unsafe

manner, especially as there were no central resting points on the four lane road. It was highlighted that this would be especially problematic as the area continues to be developed.

Action: TfL to investigate the timing of traffic lights on Parry Street as part of the modelling.

As well as the Lambeth-based consultation events taking place this month, additional consultation events were to take place in Wandsworth on 6 and 7 January.

Jan Lloyd also requested that consideration be given to existing traders.

Action: Meeting to be arranged between TfL officers and CGMA staff.

The Board:

- (a) Endorsed the proposals for transforming Vauxhall Cross, as set out in the detailed public consultation (recognising that individual parties might have specific comments);
- (b) Encouraged all stakeholders to respond to the consultation.

6. Thames Tideway Tunnel

Janet Greenwood, Tideway, introduced Paper No. SB15-44 which provided an update on the progress of the Thames Tideway Tunnel. Each year, 39 million tonnes of untreated sewage went into the Thames and just 2mm of rainfall in a week could cause overflow into the Thames. The Thames Tideway Tunnel was designed to reduce these overflows and to protect the River Thames. The tunnel would run from Action to Abbey Mills and would be about 25km long with a maximum diameter of 7m. There would be 24 construction sites, 7 of which would be on the river. It was explained that the construction of the Thames Tideway Tunnel would involve significant engineering challenges.

The legacy for the Boroughs would be a huge reduction in the number of discharges into the River Thames from more than 50 to only 3-4 incidences each year. The project would also engage local communities by creating 4,000 direct, sustainable jobs with ratios of 1:50 apprentices and 1:100 ex-offenders.

The representatives from Tideway gave an overview of the worksites at Kirtling Street, Heathwall and Albert Embankment.

(i) Kirtling Street

This site was one of three main tunnel drive sites. Site clearance was currently underway and it was possible that work on the tunnel would commence ahead of schedule. It was noted that the only permanent, above ground feature would be a small kiosk. There were no plans currently to create a Thames River Path extension on this site but that this could be an option for development.

(ii) Heathwall

Work on this site would create an area of permanent, new public space and the Thames Path would be extended. Sir Eddie Lister questioned whether there had been an investigation of development potential, or the improvement of the building and boundary given its poor state. It was confirmed that it would remain the same but boundary treatments could be implemented to improve the appearance. The Board noted that, when work was underway at Heathwall, there could be an opportunity to refurbish the unattractive building on site and maximise the legacy of the project. Jamie Eagles explained that currently improvements are not programmed until the completion of the project, but that there was scope to examine options for improvements in the short term through the development of the Tideway Cultural Strategy, The Thames River Path project and improvements to Nine Elms Lane. It was agreed to report back to the March board the outcome of a coordination meeting examining options for improvement.

Action: Wandsworth Council, Delivery Team and Tideway to take forward discussions regarding Heathwall boundary treatment improvements.

(iii) Albert Embankment

Some new public space would also be created on this site, including public open space king the most of the river views. The Board commented that this would be a great opportunity for an area of culturally programmed space.

Shaft works would last from 2016-2022 and is expected to be fully operational in 2022, designed to meet the needs of the population forecast at that time. It was also noted that there were no plans to create a 'Thames Tideway Tunnel 2' as it would be fairly easy to upgrade the tunnel by installing larger pumps; the tunnel had a 120 year design life.

It was confirmed that Tideway did have a cultural programme and were very conscious of the value of riverside cultural space. It was explained that Tideway was also connected into the Thames Festival and would present to a future Board.

Action: Tideway to present its cultural programme and options for Heathwall boundary improvements to March Strategy Board.

It was enquired as to why the Thames Tideway Tunnel had not been designed to prevent 100% of discharges into the River Thames and it was explained that this could be done but only by using an exponentially larger area and at huge cost. The Board expressed the importance of communicating this message to the public and other interested bodies. The representatives from Tideway confirmed that this message was included in their Communications Strategy and noted that they could attend public meetings if required.

7. NLE – Art on the Underground

Jon Kirkup, Transport for London, provided an update on the Northern Line Extension. It was explained that the Nine Elms station design had now progressed past RIBA Stage 3 and was moving into detailed design. The planning application for

over station development had been submitted to Lambeth Council and a decision was expected in early 2016.

The RIBA Stage 2 design for Battersea Power Station station had been approved by London Underground and work had also commenced on the concrete wall surrounding the Battersea box. The site was now entering Phase 3 of development which included the creation of two new entrances for the station. The design for the western entrance was now definitive and it was hoped that outline planning permission for the eastern entrance would be sought in early 2016.

Eleanor Pinfield, Head of Art on the Underground, explained that there had been a variety of permanent art pieces in station spaces over the past few years such as *Full Circle* at King's Cross and *Wrapper* at Edgware Road. It was highlighted that Art on the Underground had also launched a series of art and music commissions for the Victoria line in July 2015 called *Underline*. The programme included commissions across 16 stations, including Vauxhall which would host contemporary classical music performances in April 2016.

Art on the Underground was now developing projects at Nine Elms and Battersea Power Station stations. It was noted that the stations were markedly different spaces but that, in both cases, it was a priority to include local references in the artwork. For each of the spaces, a shortlist of international artists had been drawn up and proposals were currently being sought from those shortlisted.

It was also envisaged that the new art commissions would run alongside 3-5 months of community engagement projects delivered in the style of a summer school. The Chair commended the inclusion of community engagement in these projects and commented that it was important to get maximum value by linking in with other local cultural programmes.

8. Construction Logistics

Alex Williams introduced Paper No. SB15-46 which provided a short update on construction logistics. It was explained that the GIS Planning Tool was also dependent upon up to date phasing information. Since the report was written, the cost of the Implementation Plan had reduced to £75,000.

It was reported that Transport for London now had approval for three additional posts to oversee the management and coordination of construction impacts on London's road network. This included a Development Impact Assessment Team Leader and two Development Impact Assessment Officers. Further details regarding specific enforcement officers for Nine Elms Vauxhall were under discussion with Wandsworth and Lambeth Councils.

Action: Transport for London to distribute the draft brief and Job Descriptions to Wandsworth and Lambeth Councils, in order to enable progression of potential DIFS and developer contributions funding.

The Board noted the content of Paper No. SB15-46.

9. Employment Update

Jan Lloyd explained that Paper No. SB15-47 had two parts: an update on Joint Coordination Unit (JCU) activity and the proposed end use jobs protocol.

(i) JCU Update

It was noted that overall performance had been strong in Quarters 1 and 2 of 2015 with an uplift in jobs advertised to 125; the target for the year was 150.

Recently, unemployment rates have fallen, which had meant that the available pool of candidates were generally longer term unemployed and more difficult to place. Local colleges had also been affected by funding cuts which had reduced their ability to provide training for the CSCS cards required to work on site. Although the team had sourced another provider for the training, this had dented the ability to deliver site ready candidates. The JCU was in the process of developing a network of site co-ordinators who would meet and share best practice. It was hoped that this experience would inform future programmes undertaken by local authorities about the importance of workplace co-ordinators.

It was noted that an evaluation of the JCU had been commissioned by the Boroughs and that this would be reported to a subsequent Strategy Board and best practice shared with partners including the GLA.

(ii) End use jobs protocol

It was explained that the Opportunity Area Planning Framework promotes the delivery of employment floor space to generate 25,000 additional jobs and that this target was expected to be delivered by 2019-2020.

The protocol involved early introductions being made between future occupiers and the borough brokerage teams. This would be included in Employment and Skills Plan' reviews and be coordinated by the landowners / developers. This early introduction was needed in order to ensure the Partnership achieves its target of 20% of jobs going to local people (from Wandsworth and Lambeth). The Board would start to receive monitoring reports against this target from June 2016.

The Board:

(a) Noted the performance and operational update for Quarter 1 and 2 from the Joint Coordination Unit with respect to:

- Construction opportunities including steps taken to pick up pre-employment and CSCS following funding cuts;
- The ongoing challenges of caseload development and requirement for greater visibility over brokerage;
- The current need to 'soft pedal' on pre-vocational training offer and focus on labouring roles;

- The much lower than anticipated Apprenticeship numbers (though numbers cannot be counted until autumn enrolments are completed and still recruiting potential candidates).

(b) Endorsed the proposed working protocols for maximising access to end use jobs for residents from the Area of Benefit; formal reporting in this area will commence from June 2016.

(c) Noted:

- The scale and predicted timing of end use job opportunities in Nine Elms Vauxhall;
- The handling of such opportunities via the Borough brokerages within the context of a common Area of Benefit;
- The role of landowners in enabling access to end use job opportunities in order to achieve the Strategy Board's goal of 20% of new jobs being filled locally.

10. Working Group Chairs' Updates

It was noted that Paper No. SB15-48 provided a summary of activity from the Employment, Skills and Inward Investment Working Group and the Infrastructure, Construction Logistics and Utilities Working Group and no further comments were made.

11. Development Sites Planning Update

It was noted that Paper No. SB15-49 provided an update on development sites' planning activity and no further comments were made.

12. Any Other Business

No matters were raised.

13. Dates of Future Meetings

The following dates for Strategy Board meetings in 2016 were noted:

11th March 2016, 2.30pm
 24th June 2016, 9.30am
 30th September 2016, 9.30am
 16th December 2016, 9.30am

The meeting ended at 10.30am.

Fiona Rae
 Committee Secretary