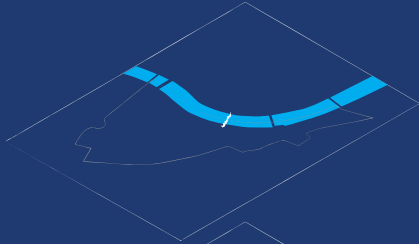
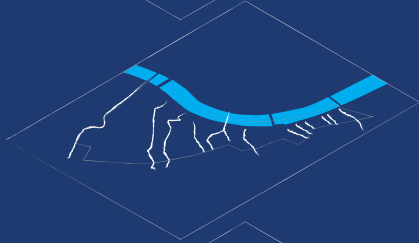


Chapter 7

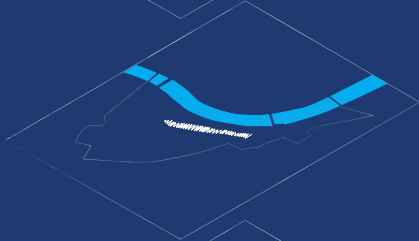
Public realm strategy



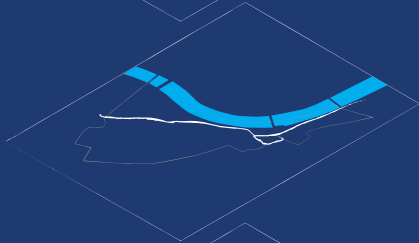
new pedestrian bridge across the river



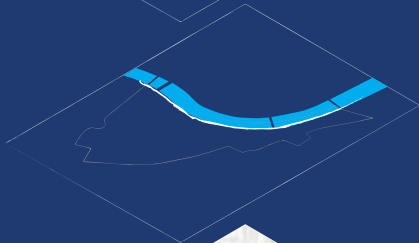
strategic green links to the river



new linear park



improved road environment



improved river walk



indicative masterplan

Key principles

- To improve the quality, character and continuity of the Thames Path, accepting that some areas will remain as safeguarded wharves
- To improve access for communities south of the OA to facilities and opportunities within the OA and to the river
- To create a new strategic green link from Lambeth Palace to Battersea Park including a linear park from Vauxhall through Nine Elms to Battersea Power Station
- To ensure that each development in the OA delivers a good quality public realm on its own site and also contributes to the overall public realm strategy for the wider area
- To improve connectivity from the OA to the north bank of the River Thames with a new pedestrian and cycle bridge
- To deliver public realm improvements at Vauxhall that support the emergence of a new urban heart, in terms of improved connectivity, increased footfall, CAZ uses and transport interchange movements.
- To ensure that the public realm strategy links important community facilities and places of interest including the riverfront, parks, schools, play areas, shops, post offices, public transport and other social infrastructure such as health centres and childcare facilities within and outside the OA
- To accommodate new utilities infrastructure including CCHP power and heating supply and SUDS which can be delivered incrementally
- To activate the railway arches throughout the OA including opening up key arches to enable new pedestrian connections in line with the overall public realm strategy
- To ensure that tall buildings are fully integrated with the public realm strategy and enable delivery of a high quality environment that is safe and convenient for pedestrians and cyclists, especially at Vauxhall.

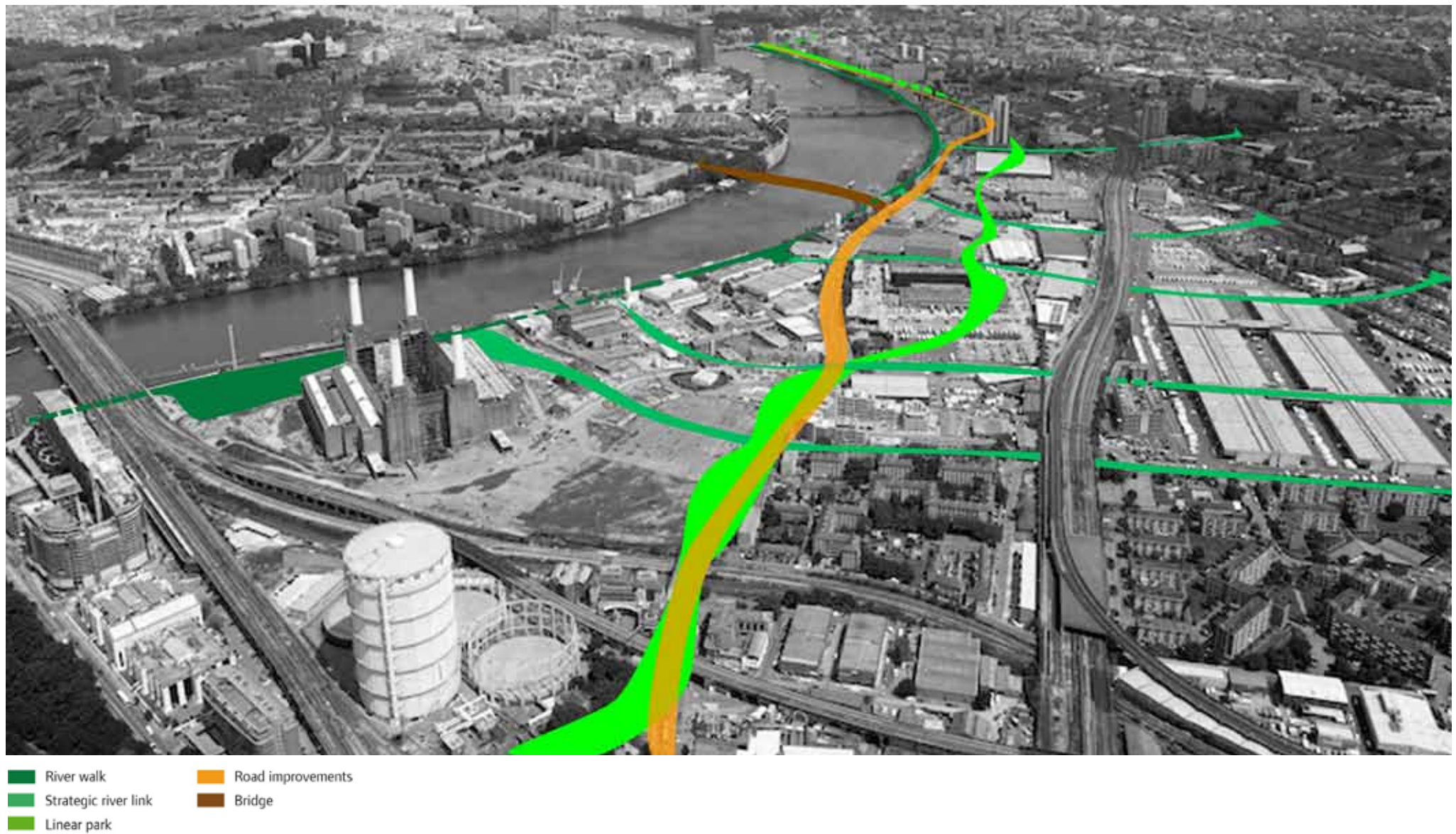


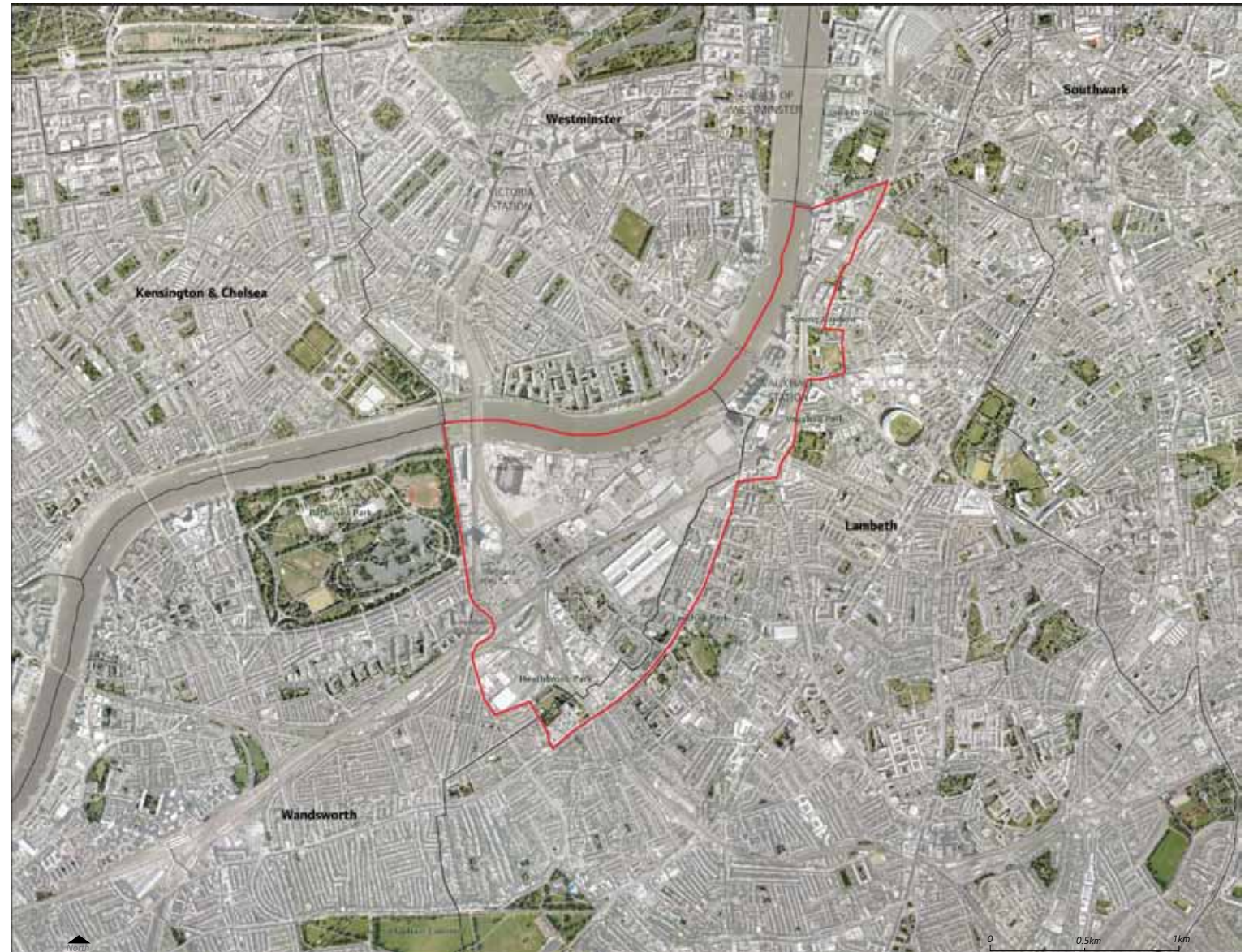
Figure 7.1 Strategic open space network for the OA – concept plan

7.1 Existing open space provision

On the whole, the OA is poorly served by open space, particularly in Nine Elms, Stewarts Road and around Battersea Power Station. There are, however, a number of existing parks and green spaces around the edges of the OA. Spring Gardens, Pedlars Park and Whitgift Park are all located to the north of Vauxhall around Albert Embankment and Spring Gardens, with Battersea Park, Heathbrook Park, Vauxhall Park and Larkhall Park are located along the southern and western boundaries of the OA.

Battersea Park is a well used and maintained grade II* listed park of significant scale which is designated Metropolitan Open Land and serves a large residential catchment area. Connections from the OA to Battersea Park are poor, with narrow pavements, heavily trafficked roads and unwelcoming railway arches defining the physical links from the OA to Battersea Park to the west.

The other smaller district and local level parks within the OA are on its periphery and are in variable conditions, all requiring some degree of improvement.



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- Opportunity Area
- Borough boundary

Figure 7.2 Open space in and around the OA

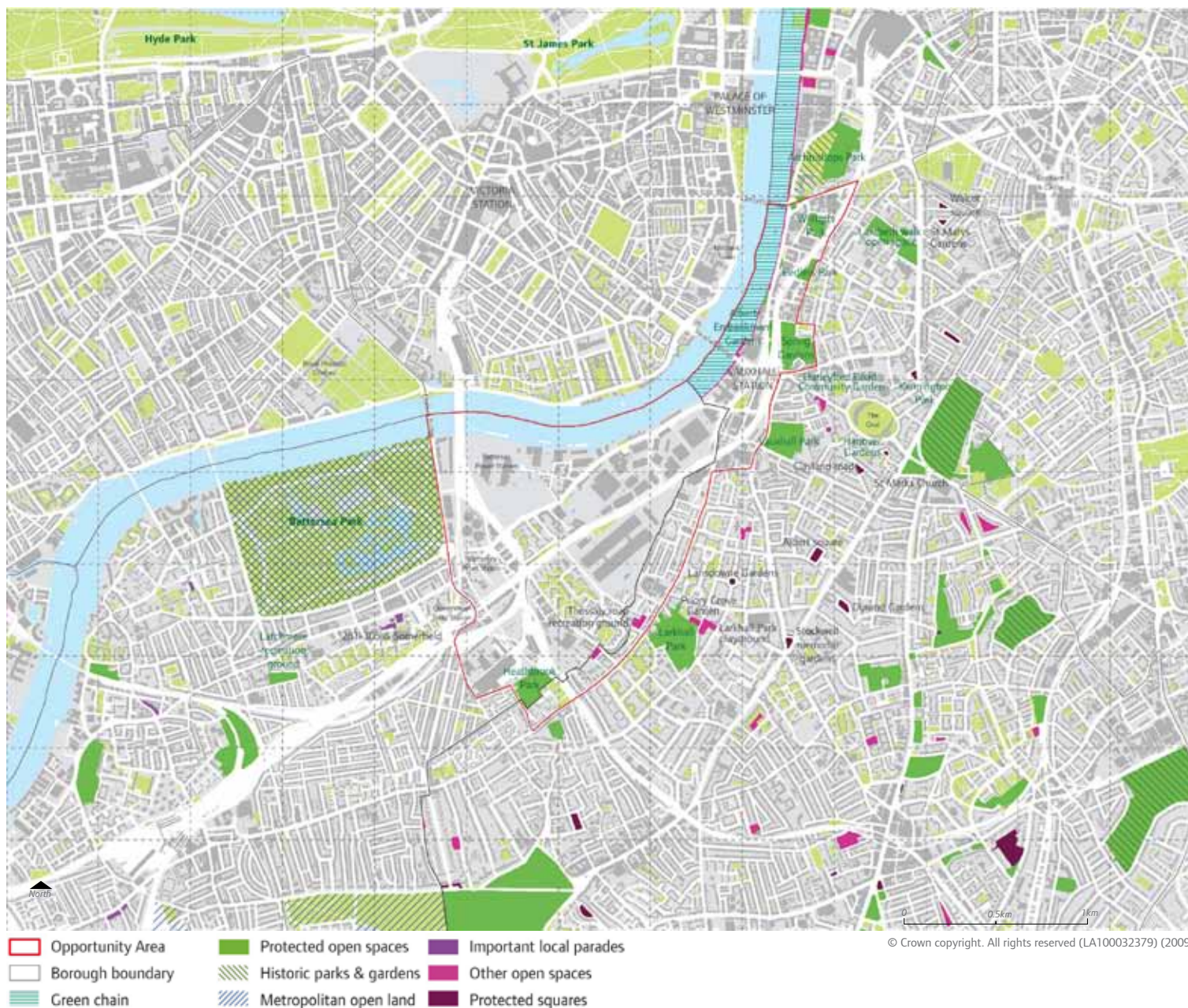


Figure 7.3 Open space designations

The key issue in the OA itself is the lack of green space, particularly in Nine Elms, Stewarts Road and around Battersea Power Station.

The northern edge of the OA is bounded by the River Thames, the largest strategic open space in London. For the most part, the OA does not capitalise on its generous river frontage, despite the riverside walk being fairly continuous from Lambeth Palace to Battersea Park. There are, however, short stretches of the riverside where connection cannot be made along the river frontage and no alternative routes are provided.

The quality of the riverside walk is a major issue; it is a sterile and soulless environment, which is not overlooked by active frontages and despite the excellent views to the north bank and central London is largely unused.

Public access to the river is currently constrained by a lack of good quality pedestrian/ cycle linkages across the OA from the residential hinterland to the south east.

7.2 Public realm strategy

The public realm strategy comprises five principle interventions, which are:

1. An improved river walk
2. Strategic links to the river
3. A new linear park
4. Road environment improvements
5. A new pedestrian/ cycle bridge



Figure 7.4 An improved river walk

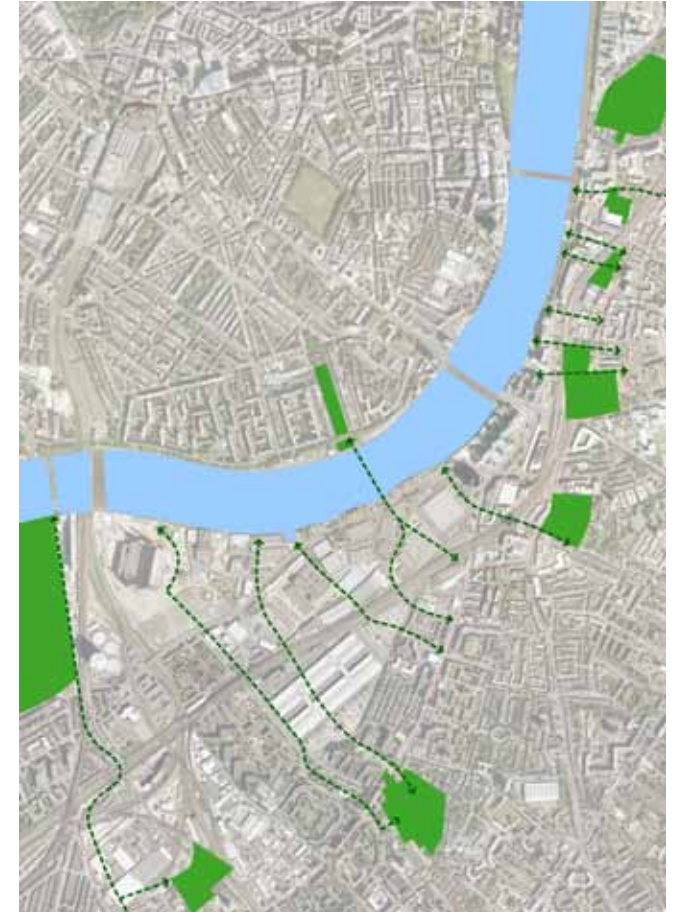


Figure 7.5 Strategic links to the river



Figure 7.6 A new linear park



Figure 7.7 Road environment improvements

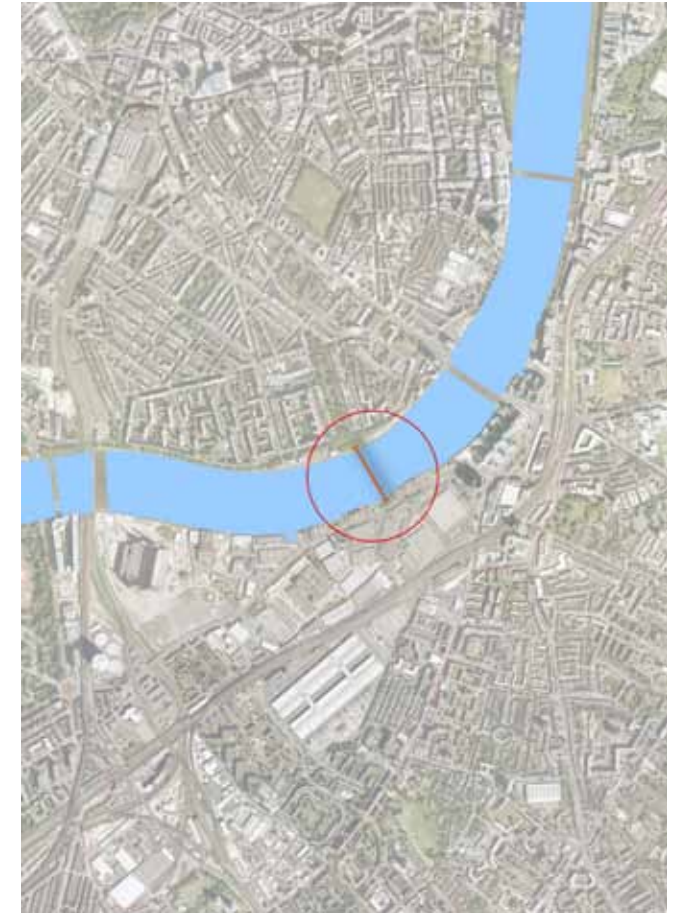


Figure 7.8 A new pedestrian/cycle bridge

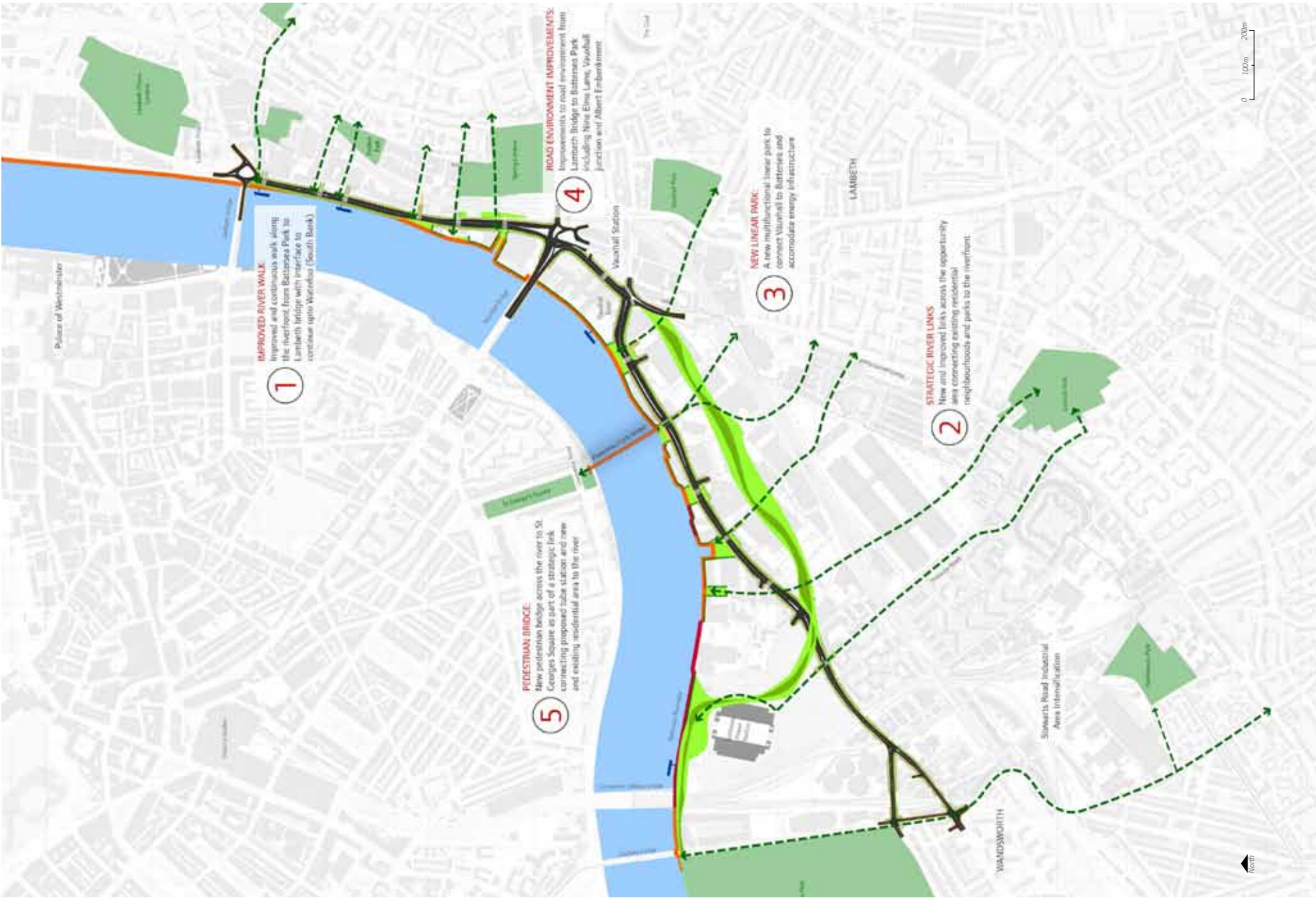


Figure 7.9 Key elements of the public realm strategy

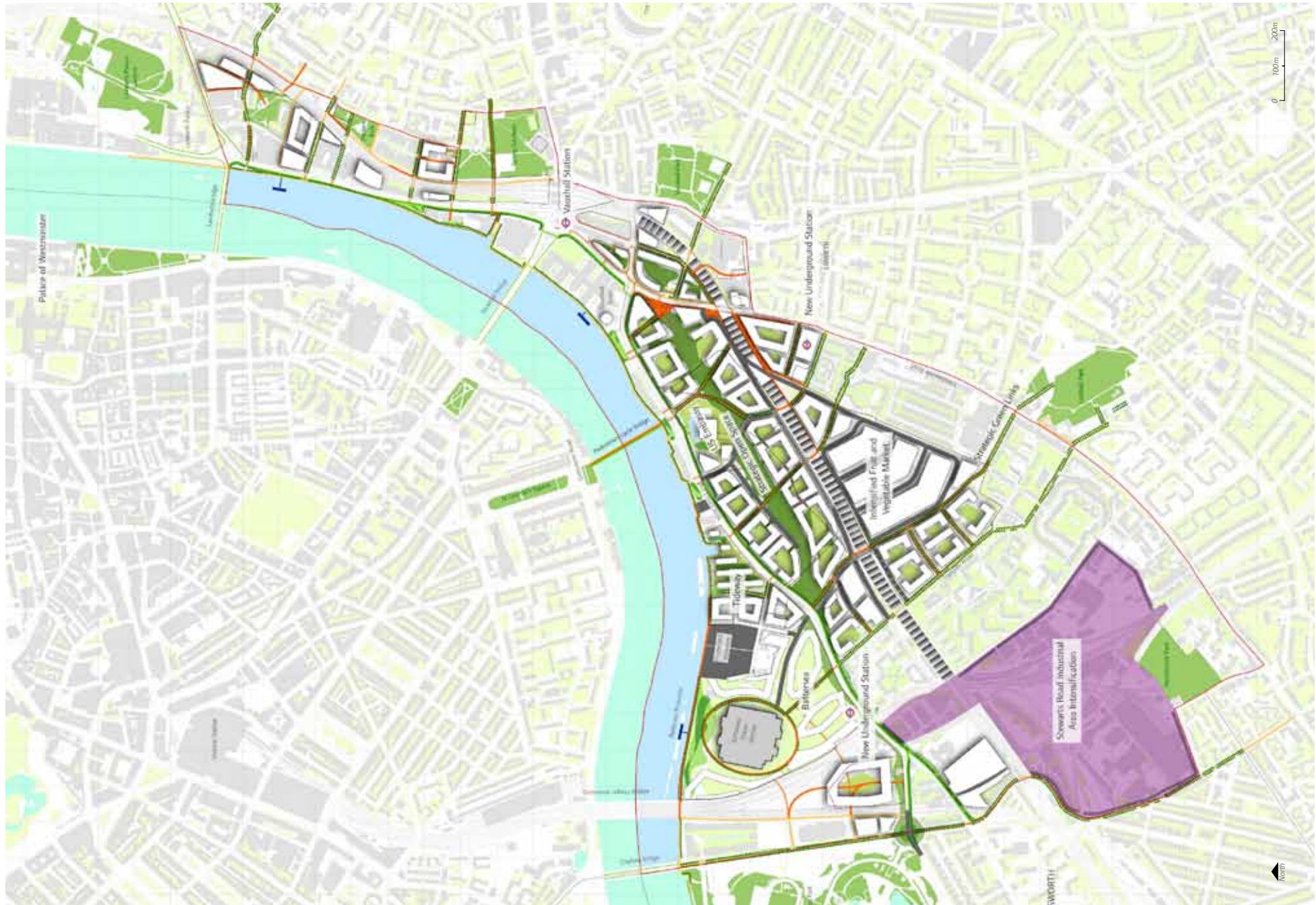


Figure 7.10 Illustrative master plan

1 An improved river walk

A key principle of the public realm strategy is to improve the quality, character and continuity of the Thames Path.

The riverside walkway is largely in place from Lambeth Bridge to Chelsea Bridge, although it is broken in front of the safeguarded wharves and Heathwall pumping station, and there is currently no public access through the Battersea Power Station site or under the Grosvenor Railway Bridge and an alternative route is not currently in place. However it is recognised that seeing active freight and other vessels on the Thames adds to the interest and activity of the riverside experience.

The OAPF seeks to deliver a high quality continuous riverside path from Lambeth Palace Gardens to Battersea Park. In order to maintain the ongoing operation of the safeguarded wharves and the pumping station, this would require a caged walkway above the river in front of Cringle Dock, RMC Battersea (Metro Greenham), and RMC Vauxhall (Middle Wharf) and Heathwall pumping station. Given that this is a long term aim, an alternative good quality inland diversion will be required in the short to medium term. Ultimately both riverside and inland options should be delivered. Clear signage will be an important element of the overall strategy.

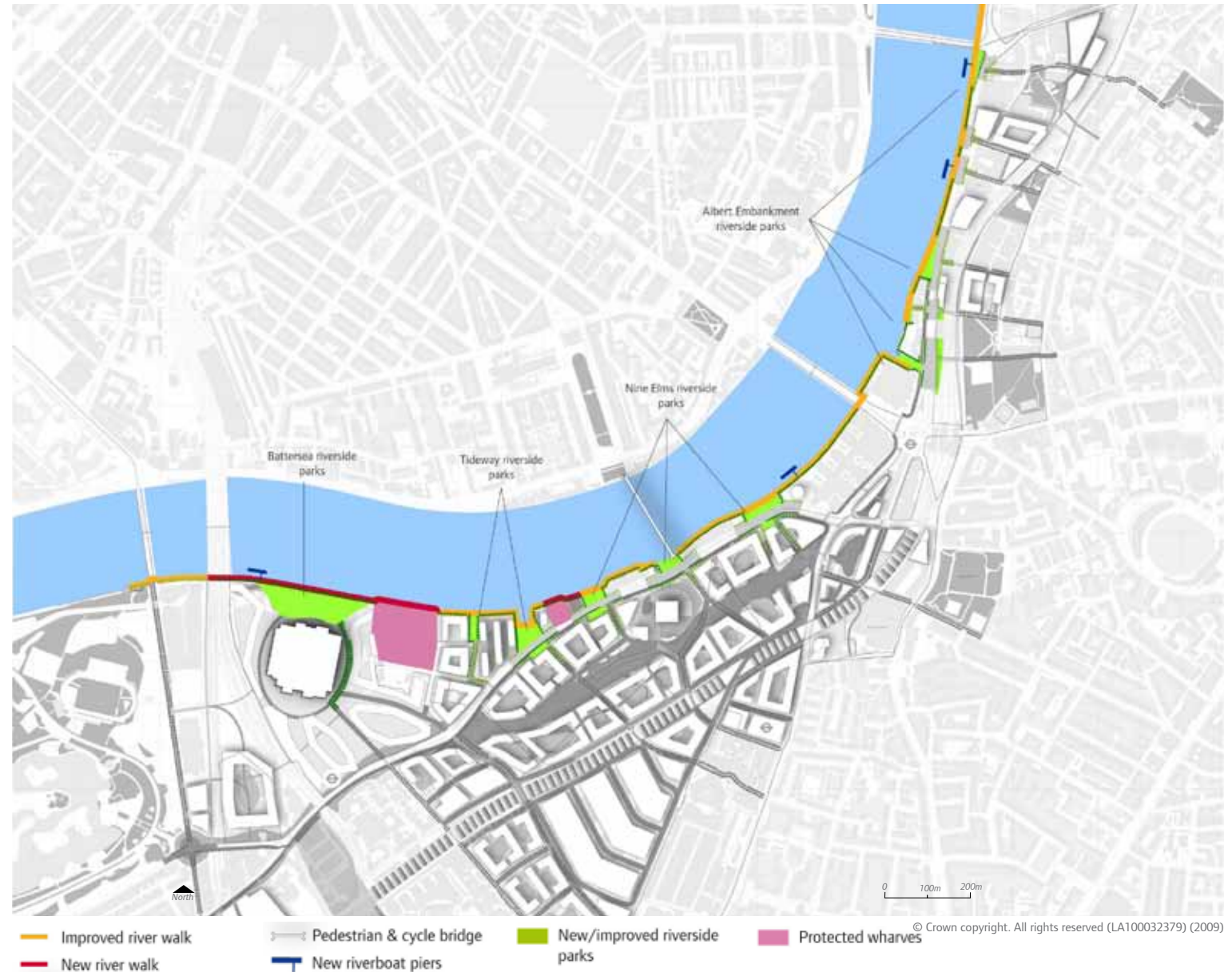


Figure 7.11 Illustration of riverside walk



South Bank London



Potters field London



Richmond riverfront



Gabriel's Wharf

The quality and character of the riverside walkway also requires improvement. Existing pockets of open space adjacent to the riverside would benefit from improved hard and soft landscaping, lighting and new street furniture. New development on the riverside should activate its edges and deliver substantial public realm improvements that complement existing riverside activities, protect the ongoing operation of the wharves

and enhance biodiversity. New passenger piers planned at St George Wharf and Battersea Power Station will increase activity associated with waterborne passenger and tourist traffic.

The riverside walk should link back to Nine Elms Lane and the wider network of routes through the area.



Figure 7.12 The riverside walk