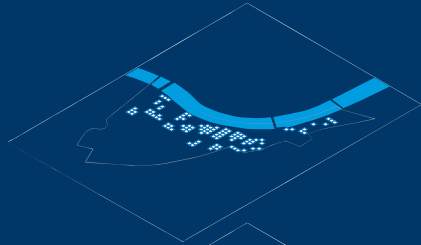
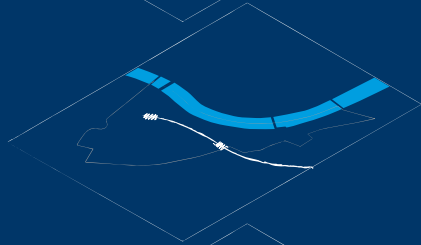


## Chapter 3

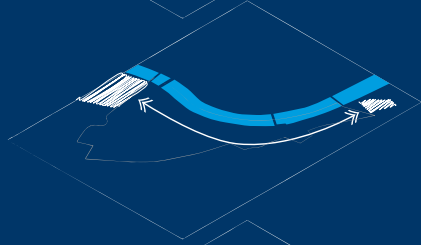
# Planning framework



preferred option -  
16,000 residential units  
20,000 - 25,000 jobs



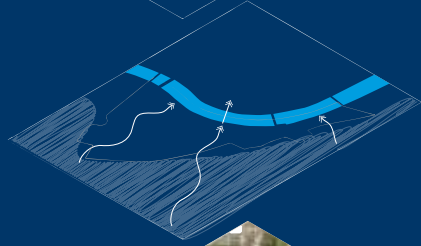
northern line extension



strategic green links



growth poles



connecting the river



aerial image

### 3.1 The Challenges

The OA presents a number of significant challenges in terms of delivering the scale of the development opportunity anticipated in this central location in London. At 195 hectares the OA is the largest remaining development opportunity within the CAZ and is vitally important in terms of strengthening London's CAZ and World City status, providing development capacity for a range of high value uses including the financial and business sector, institutions, communications, retail, tourism, culture and entertainment.

Perhaps the greatest barrier to enabling the transformation from low value industrial uses to high value CAZ uses is constrained public transport accessibility and capacity in the OA. GLA and TfL in conjunction with key stakeholders have undertaken a major transport study for VNEB considering a range of options for improving accessibility.

The OA historically suffers from a high degree of physical severance with fast moving strategic roads and elevated heavy rail infrastructure bisecting the area. The spatial fragmentation of existing residential communities to the south of the OA from the River Thames to the north is exacerbated by the industrial land uses that currently occupy the OA. Redevelopment of the area provides a unique opportunity to overcome these historic barriers and deliver new and improved connections for existing and new communities in and around the OA. Battersea Power Station will need to be conserved as the area's key heritage asset, and strategic views and the setting of the Westminster World Heritage Site will need to be protected.

The industrial and often inhospitable character of the OA is exacerbated by a deficiency in open space and a corresponding lack of social infrastructure. Where such uses do exist, they are located around the periphery and the quality of connections to them is generally poor. Through the delivery of high density housing and commercial uses, there is an opportunity to upgrade the existing public realm, provide strategic open space and new facilities such as schools and health services. An assessment of existing open space provision and opportunities to address deficiencies is set out in chapter 9. In social terms, a high level of deprivation surrounds the OA, with communities suffering from income, employment, health, education and skills deprivation. These communities should benefit directly from jobs created and infrastructure provided in the OA.

A key challenge will be connecting the surrounding communities, especially the most deprived ones, to the opportunities presented by new investment in the area. Active measures will be required to connect local people and businesses to new commercial, training and education opportunities and to improve access to education and health facilities. This will help integrate new development with the surrounding area and assist in tackling current problems of unemployment, low skills, poor health, crime and disorder. A socioeconomic analysis of the OA is included in TA2.

In addition to the physical barriers to regeneration, there is a need to change current perceptions of the area so that it is fully acknowledged as a vibrant, successful, sustainable and accessible part of central London.



Figure 3.1 The challenges

## 3.2 The Framework

The planning framework for the OA is based upon a simple conceptual approach, which seeks to deliver two growth poles in the form of new CAZ frontages at Battersea Power Station and Vauxhall. Albert Embankment and Nine Elms will be the focus for housing led mixed use intensification. High density residential with commercial development including retail and office uses will be delivered at Battersea Power Station and Vauxhall.

These growth poles and new neighbourhoods will be connected by a strategic green link from Battersea Park to Lambeth Palace including a new linear park in the heart of Nine Elms. The new mixed use residential areas will be connected to existing communities, the riverside and the rest of London with new public transport infrastructure, cycle routes and pedestrian linkages.

Stewarts Road industrial area will be retained as strategic industrial land (SIL) where intensification of employment uses will be encouraged through identifying opportunities for redevelopment, improving access to key sites and upgrading the quality of the public realm.

The planning framework is predicated on the delivery of a high density mixed use including approximately 16,000 new homes and 20,000 – 25,000 jobs. This was identified as the preferred development scenario on the basis of a development capacity study which tested five options (see chapter six).

It is assumed that 200,000 sq.m. of mixed use development is delivered throughout the OA, plus 60,000 sq.m. of retail, 160,000 sq.m. of new office and 80,000 sq.m. of other employment-related uses at Battersea Power Station.

At Vauxhall, improvements to the highway network, transport interchange and public realm will underpin and enable the creation of a high quality, sustainable place with a strong identity and a range of town centre uses including retail, leisure and office uses in the form of a new CAZ frontage.

Development should meet London Plan requirements for open space provision (on the basis of the Mayor's Providing for Children and Young People's Play and Informal Recreation SPG) and contribute to the provision of strategic open space provision in the form of a linear park in Nine Elms between Vauxhall and Battersea Power Station.

The development capacity approach was used as the basis for establishing the public transport, open space and social infrastructure requirements to support the mixed use intensification proposed. This study assumed that the space standards in the London Plan will be met for all new residential development.

The planning framework also sets out a tall buildings strategy, which supports an emerging cluster of tall buildings at Vauxhall without harming the setting or the Outstanding Universal Value of the Palace of Westminster and the Palace of Westminster

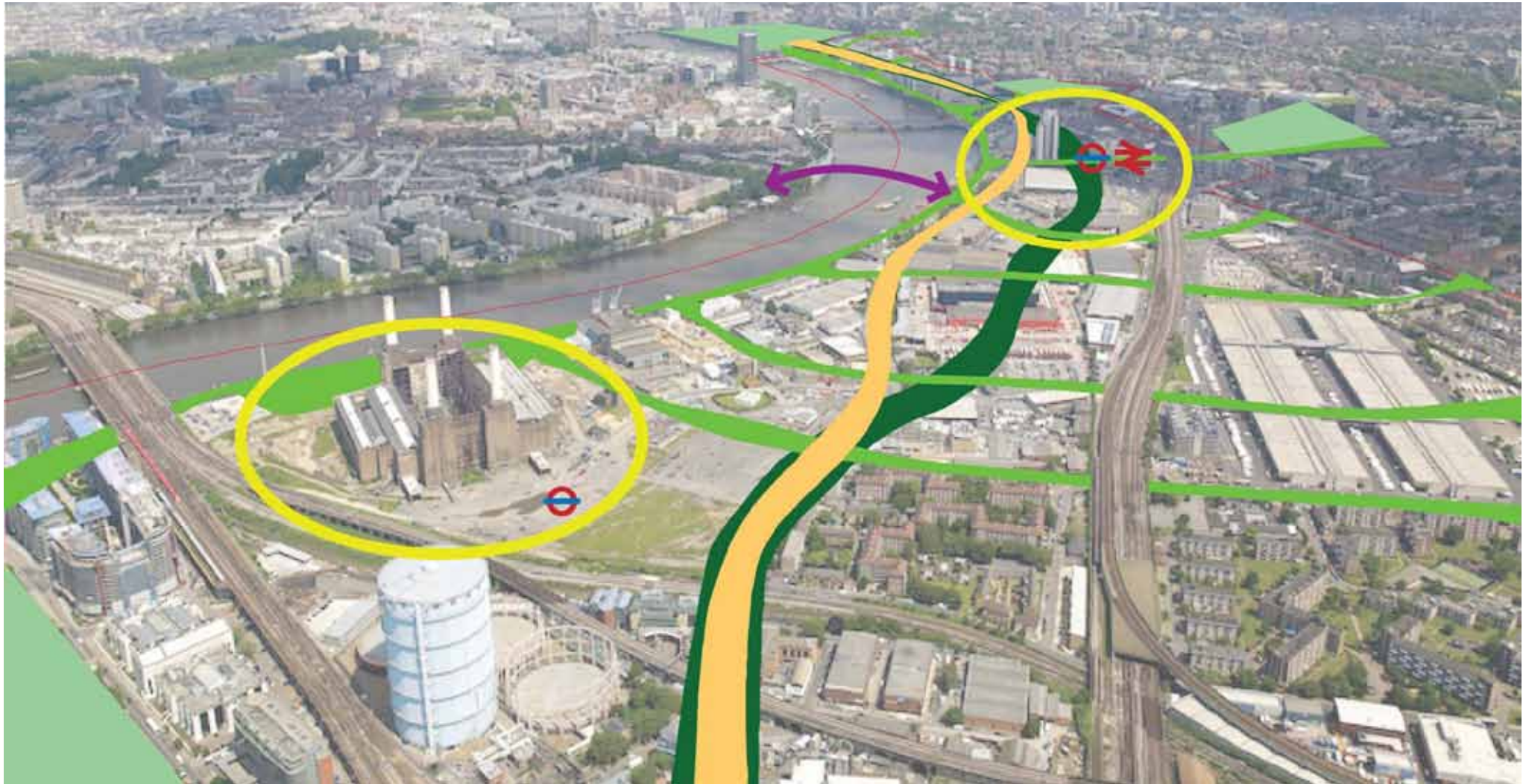
World Heritage Site from the river prospects or from within the World Heritage Site. It also sets out a series of parameters for high density development in the OA to guide the delivery of good quality master plans.

In terms of public transport interventions, the VNEB transport study recommends that in order to deliver the proposed number of new homes and jobs in the OA, a package of transport measures including a major transport intervention is required. On the basis of extensive transport modelling, a review of alternative options and a high level appraisal, the transport study recommends the delivery of the proposed Northern Line Extension (NLE) to Nine Elms and Battersea Power Station from Kennington. Further details of the transport study are set out in chapter 6.

The planning framework also includes a series of environmental interventions including a district heat network (DHN) with the potential to connect to Pimlico, Whitehall and Waterloo, strategic flood risk mitigation measures, protection of safeguarded wharves for waterborne freight handling purposes and a co-ordinated approach to the provision of utilities infrastructure to support the new development.

In order to ensure that the quantum of development proposed and associated public transport, highways, open space, public realm and social infrastructure requirements are deliverable, the GLA commissioned a Development Infrastructure Funding Study (DIFS) in partnership with TfL, Lambeth and Wandsworth Councils and key stakeholders

including major landowners. A section 106 tariff on new development is proposed to fund the majority of new infrastructure, as set out in chapter 10. Wandsworth Council has consulted on its draft CIL charging schedule which is consistent with the VNEB tariff. The examination into the Wandsworth CIL is expected in early 2012. The OA has been exempted from the Crossrail SPG on the basis that development in the area will be making contributions towards other regionally important transport infrastructure. It is, however, included in the draft charging schedule for the Mayoral CIL.



- |   |   |
|---|---|
|  Linear park           |  Road improvements |
|  Strategic green links |  Bridge            |
|  Existing parks        |  New centres       |

Figure 3.2 Vision for Vauxhall Nine Elms Battersea

