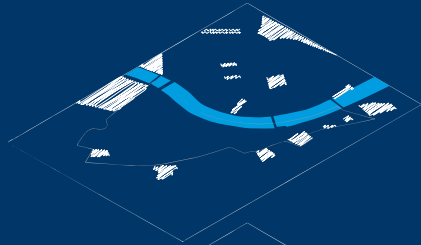
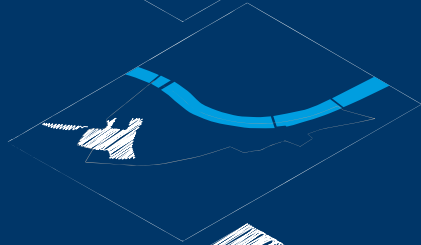


Chapter 2

Policy context



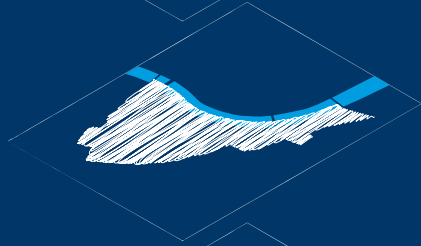
parks & gardens



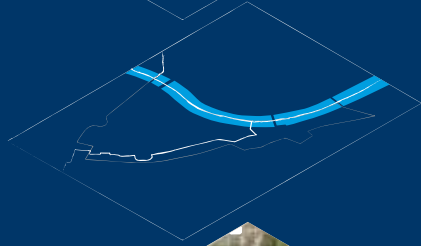
protected industrial areas



central activities zone



opportunity area



borough boundaries



aerial image

Key principles

- To deliver a cross borough planning framework
- To spatially define and protect the retained strategic industrial location (SIL) designation in the OA
- To set out in land use policy terms how the London Plan's objective of delivering Central Activities Zone (CAZ) uses in the OA will be achieved
- To align with Lambeth Council's Core Strategy (2011) and draft supplementary planning document (SPD) for Vauxhall
- To align with Wandsworth Council's strategy for mixed use high density development in Nine Elms and Battersea as set out in its Core Strategy (2010), Development Management Policies Document (2012) and Site Specific Allocations Document (2012) including the Area Spatial Strategy for Nine Elms
- To ensure that the OAPF gains material weight in planning decisions through extensive consultation

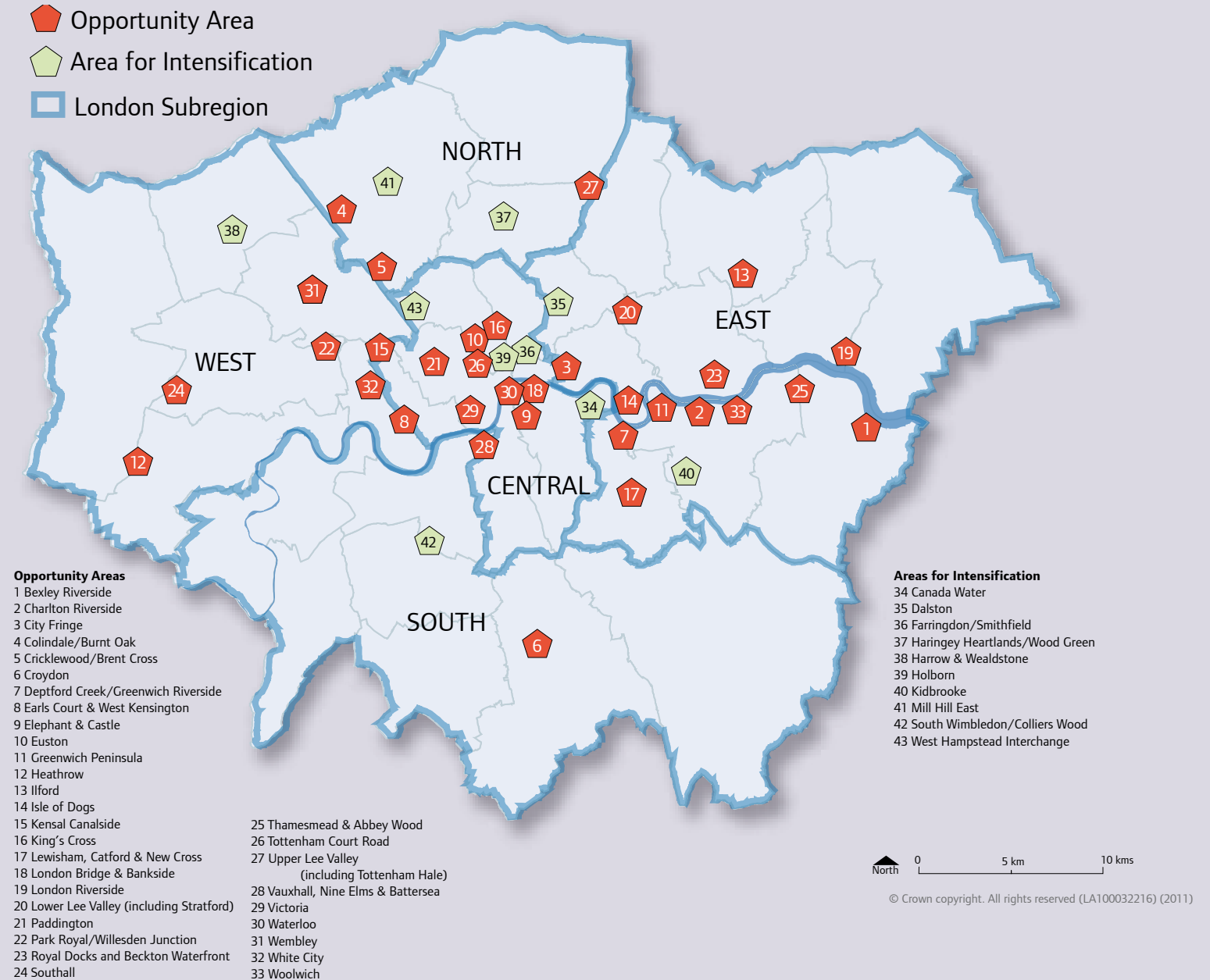


Figure 2.1 Opportunity areas

2.1 Strategic policy

London Plan

The London Plan identifies 33 opportunity areas and ten areas for intensification that can contribute to the delivery of the London Plan by providing substantial numbers of new jobs and homes. Typically, each opportunity area can accommodate at least 5,000 jobs or 2,500 new homes, with provision of other uses such as local shops, leisure, schools, health and social care facilities. Map 2.4 of the London Plan and figure 2.1 of the OAPF identify the opportunity areas and intensification areas.

London Plan policy 2.13 states that the Mayor will provide proactive encouragement, support and leadership for partnerships preparing and implementing OAPFs to realise these areas' growth potential in the terms of Annex 1. Paragraph 2.58 outlines the purpose of OAPFs:

"Planning frameworks for these areas should focus on implementation, identifying both the opportunities and challenges that need resolving such as land use, infrastructure, access, energy requirements, spatial integration, regeneration, investment, land assembly and phasing. With support from strategic partners they should set realistic programmes and timetables for delivery."

Table A1.1 of Annex 1 sets out the strategic policy direction for all opportunity areas including Vauxhall-Nine Elms-Battersea. It identifies that VNEB is an integral part of the Central Activities Zone and has scope

for significant intensification and increase in housing and commercial capacity. It sets out an indicative employment capacity of 15,000 jobs and a minimum of 10,000 new homes, but recognises that dependent on the scale of public transport improvements, the minimum homes capacity could be increased to at least 16,000.

London Plan policies 2.10 and 2.11 set out strategic priorities and strategic functions for the Central Activities Zone. Strategic priorities include bringing forward and implementing development frameworks for CAZ opportunity and intensification areas to benefit local communities as well as providing additional high quality, strategic development capacity. Map 2.3 of the London Plan shows the indicative boundary of the CAZ.

It is the Mayor's intention to work with boroughs and other stakeholders to produce supplementary planning guidance to help inform the planning of the CAZ, and more detailed guidance for the opportunity areas within it.

For statutory monitoring and coordination purposes, the London Plan is based on a sub-regional structure. The Wandsworth part of the OA is located in the south sub-region, whilst the Lambeth part of the OA is located in the central sub-region. Under these circumstances, the need for partnership-based, cross boundary working is particularly important.

Use of Planning Obligations in the Funding of Crossrail SPG

The Crossrail SPG identifies the OA as a special case which is excluded from the charging area, on the basis that development in the area will be making contributions towards other regionally important transport infrastructure which will enable the quantitative and qualitative optimisation of development in ways that will make a significant contributions towards delivery of the objectives of the London Plan.

Mayoral Community Infrastructure Levy

The OA is included in the charging schedule for the Mayoral CIL to support the funding of Crossrail. The draft charging schedule (August 2011) sets a rate of £50 per square metre of development in Wandsworth and £35 per square metre in Lambeth. The Mayoral CIL will apply to all planning permissions issued on or after 1 April 2012. Further guidance on the application of CIL in the OA is contained in chapter 12.

Table A1.1 of Annex 1 of the London Plan**Vauxhall, Nine Elms, Battersea Opportunity Area**

As an integral part of the CAZ, this Area has scope for significant intensification and increase in housing and commercial capacity.

To deliver the area's full development potential will require major transport investment and the opportunity to extend the Northern Line into the area is being investigated. Dependent on the scale of public transport improvements, the minimum homes capacity could be increased to at least 16,000.

The Battersea Power Station site has the potential to become a new CAZ Frontage with potential for strategically significant mixed use development including residential, business, leisure, retail and service uses. Parts of the area may be suitable for tall buildings subject to London Plan/LDF design policies and criteria.

The extensive area of low density, low value industrial uses at Nine Elms conflicts with wider strategic objectives for CAZ and industrial uses should be rationalised whilst

sustaining capacity for those which are of particular importance to CAZ and capable of operating more intensively, such as the wholesale market and waste management provision.

This Plan continues the requirement of the 2008 version of the London Plan to de-designate part of the historic Strategic Industrial Location in order to facilitate redevelopment.

Safeguarded wharf capacity on the River Thames should continue to perform a key functional role and the use of waste to generate heat and power for developments should be investigated.

Stronger traffic management and easier pedestrian and cycle movement will contribute to significant environmental improvements in this location. Informed by a major transport capacity study, an OAPF is being prepared in partnership with the boroughs and other stakeholders.

West London Opportunity Areas

The Mayor is in the process of producing four opportunity area planning frameworks for West London, at Park Royal, White City, Earl's Court and West Kensington and Vauxhall Nine Elms Battersea. The Mayor wants to ensure that development of these opportunity areas is sustainable and integrated and that crucially it can be supported by the London transport network. TfL have produced a sub-regional transport model to assess the longer term impacts of development and identify mitigation measures. Each of the framework areas performs a different function within the London economy.

White City is anchored by the retail offer at Shepherd's Bush Metropolitan town centre and has potential for a mixed use commercial centre focused on creative, media biomedical research and development, as well as 4,500 new homes.

The regeneration of Earl's Court and West Kensington will be residential-led with a new cultural destination.

Vauxhall Nine Elms Battersea will be integrated as a new mixed use part of the Central Activities Zone.

Park Royal provides an important strategic reservoir of industrial land which offers an opportunity for the relocation of industrial uses displaced from the other opportunity areas.



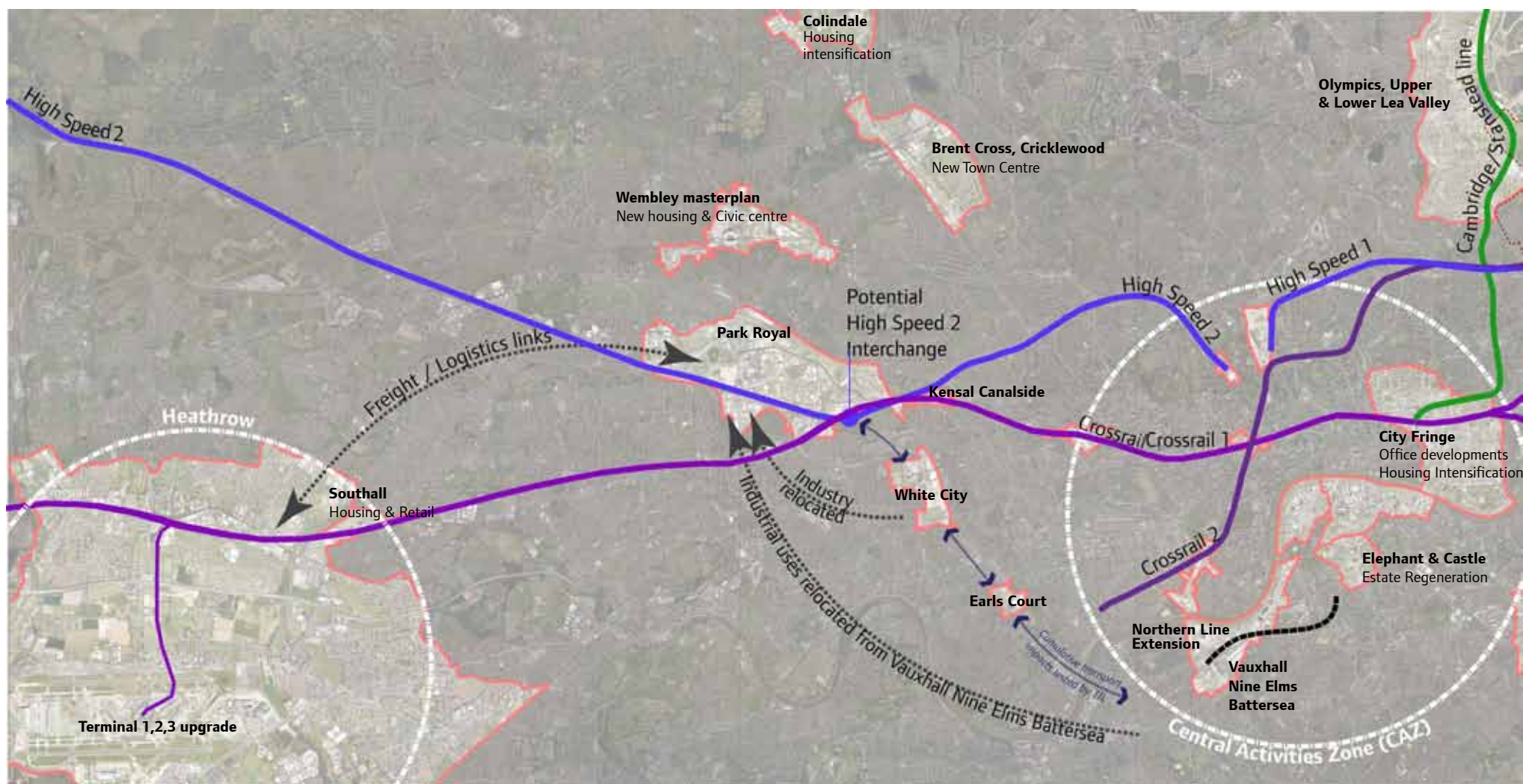
*White City OAPF
(consultation April 2011)*



*Earl's Court OAPF
(consultation March 2011)*



*Park Royal OAPF
(adopted January 2011)*



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Figure 2.2 Opportunity areas and infrastructure in West London

2.2 Local policy

London Borough of Lambeth Core Strategy 2011

Lambeth Council adopted its Core Strategy in January 2011. Vauxhall is identified as an area of rapid change and a focus for growth in housing and jobs linked to the regeneration of the wider opportunity area.

Policy PN2: Vauxhall

The Council will support mixed use development at Vauxhall for employment uses, housing, retail, hotel, student accommodation, leisure, entertainment and other commercial and community uses in line with its Central Activity Zone designation and as part of the wider London Plan Vauxhall/Nine Elms/Battersea Opportunity Area, to develop a distinct heart, recognisable sense of place and definite identity with distinct quarters to achieve a sustainable and vibrant urban area and to fulfil its role as a coherent centre, as well as linking with and benefiting adjoining areas and their communities.

Overall, development will be supported to provide at least 3,500 new homes and 8,000 jobs in the Vauxhall area and appropriate community and public transport infrastructure improvements will be sought.

Draft Vauxhall Area SPD (July 2008)

Lambeth Council is producing a Supplementary Planning Document (SPD) for Vauxhall. The consultation draft issued in 2008 is currently being refreshed as part of the process to adoption.

The purpose of the SPD is to give guidance to how London Plan indicative capacity figures for homes and jobs may be met in the Lambeth part of the OA and to shape development in and around Vauxhall. It sets out a vision for Vauxhall to become “a place of growth with a distinct heart, Vauxhall will be a location with a strong sense of place and identity. It will have four distinct quarters, each with their own unique identity and qualities. The Vauxhall area will be highly connected with excellent linkages, particularly to the riverside and towards Battersea and Nine Elms, and a quality environment for pedestrians and cyclists. The area will be successful, active, cohesive and feature sustainable communities that are well-integrated.”

The SPD has clear links to the OAPF in terms of identifying and funding transport and social infrastructure provision and appropriate locations for tall buildings as part of the development process.

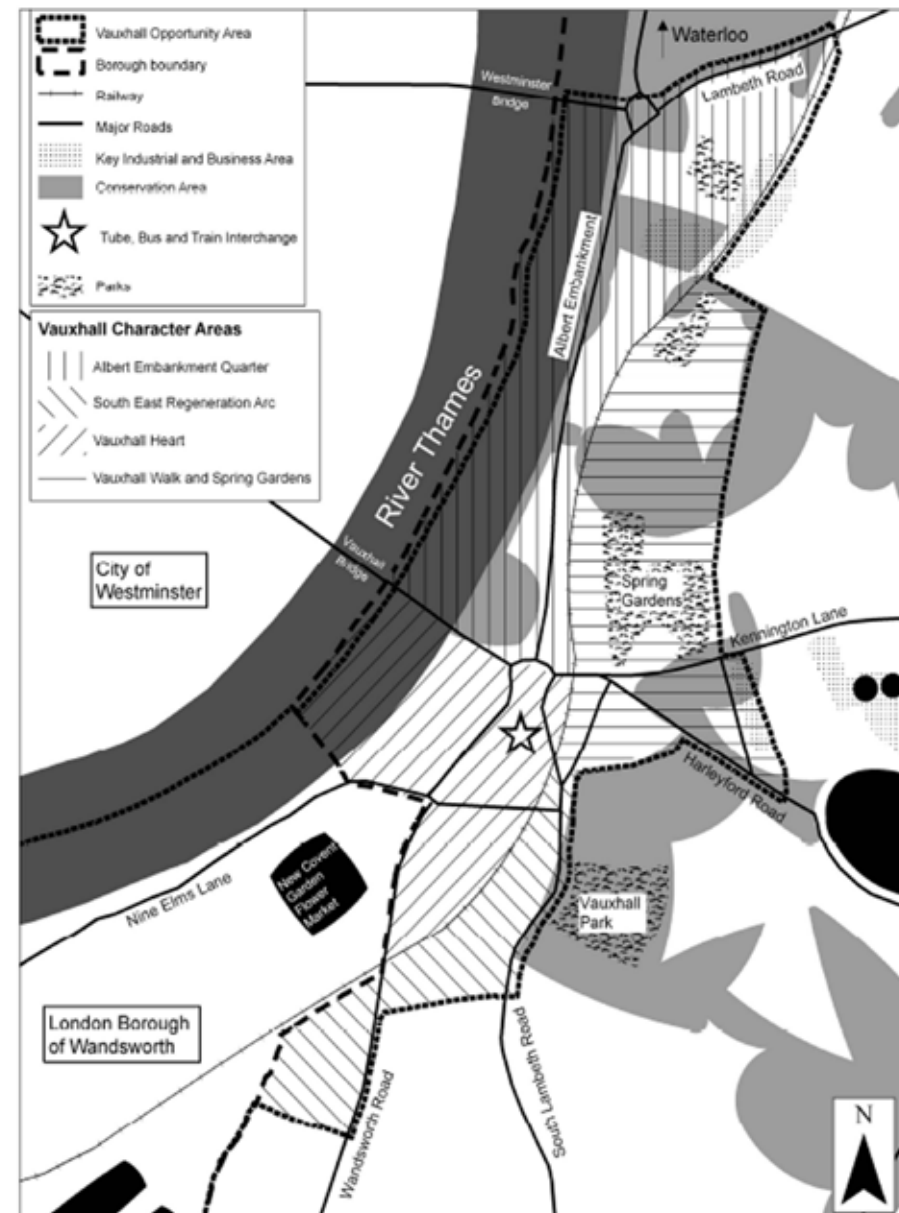


Figure 2.3 LB Lambeth Core Strategy