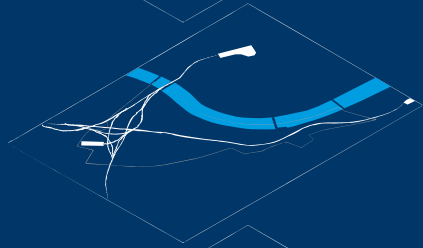


## Chapter 1

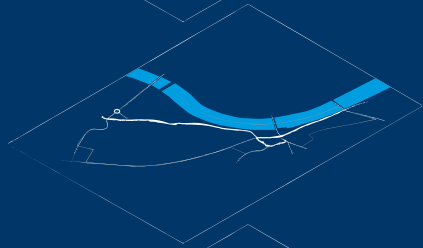
# Introduction



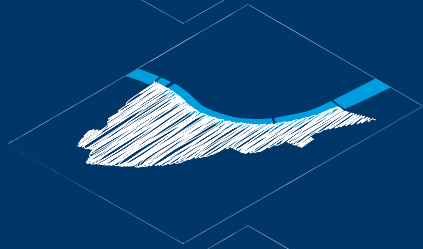
landmarks



railway viaducts



nine elms lane



opportunity area



borough boundaries



aerial image

## Key principles

- Recognising the scale of the development opportunity in central London
- Overcoming historic and strategic barriers to the delivery of regeneration in the OA
- Setting out a co-ordinated spatial plan for the area which addresses the delivery of new infrastructure and how it will be paid for
- To realise the optimum development potential of the area with 16,000 new homes and 20,000 – 25,000 new jobs.
- To establish growth poles in the form of new CAZ frontages at Battersea Power Station and Vauxhall.
- To deliver a new mixed use residential neighbourhood and linear park in the heart of Nine Elms.
- To deliver a step change in public transport provision including a two-station extension of the Northern line from Kennington to Battersea Power Station with an intermediate station at Nine Elms, supported by a package of rail, bus, cycling, pedestrian and highway improvements.
- To deliver new open space, including a linear park, improved riverside walk and a high quality public realm.
- To create a sustainable place with new social infrastructure, a district heat network, utilities infrastructure and strategic flood mitigation measures.

## 1.1 The Vision

### **‘A new London quarter for the benefit of the whole community’**

By 2030 the 195 hectares of the Vauxhall Nine Elms Battersea Opportunity Area will become an exemplar and distinctive quarter of central London. As an integral part of the London offer, defined by Lambeth Bridge through Vauxhall to Battersea Power Station and Chelsea Bridge, high quality buildings and public spaces will provide opportunities for jobs and the choice of a variety of homes. New cultural and leisure development in this Thames River front location, supported by high quality services, especially public transport, will make this a successful and sustainable place where people will want to be.

Nine Elms will be a prestigious destination for international investment anchored by the rejuvenated Battersea Power Station and the new US Embassy. A major new town centre at the former Power Station will provide the focus of much of the new economic activity. New Covent Garden food and flower market will be reconfigured to provide better facilities for its businesses and a public interface that will include new restaurants. This will provide the setting for a bustling 24/7 food quarter. Vauxhall Cross, which already benefits from an existing station will be transformed into an attractive, walkable neighbourhood, with a mix of uses and public spaces with streets that are not dominated by traffic.

A bold new linear park from Battersea Power Station through to Vauxhall will be a major feature in the sustainable development of the area together with improved green open spaces. The high quality public realm to be created here will be critical to ensuring that pedestrians and cyclists feel safe and secure. Convenient and attractive routes will connect the area together with existing neighbourhoods and the elegant Albert Embankment which is a defining characteristic of the South Bank.

New sustainable development will lead the way in construction, provision of extensive green infrastructure, minimising the use of energy and encouraging carbon reduction including a district heating network serving the whole area. The Northern Line Extension from Kennington to Battersea Power station and excellent public transport interchange facilities at Vauxhall will give the area essential new public transport connections.

The development of the whole area is expected to provide 16,000 new homes and an estimated 25,000 new jobs.

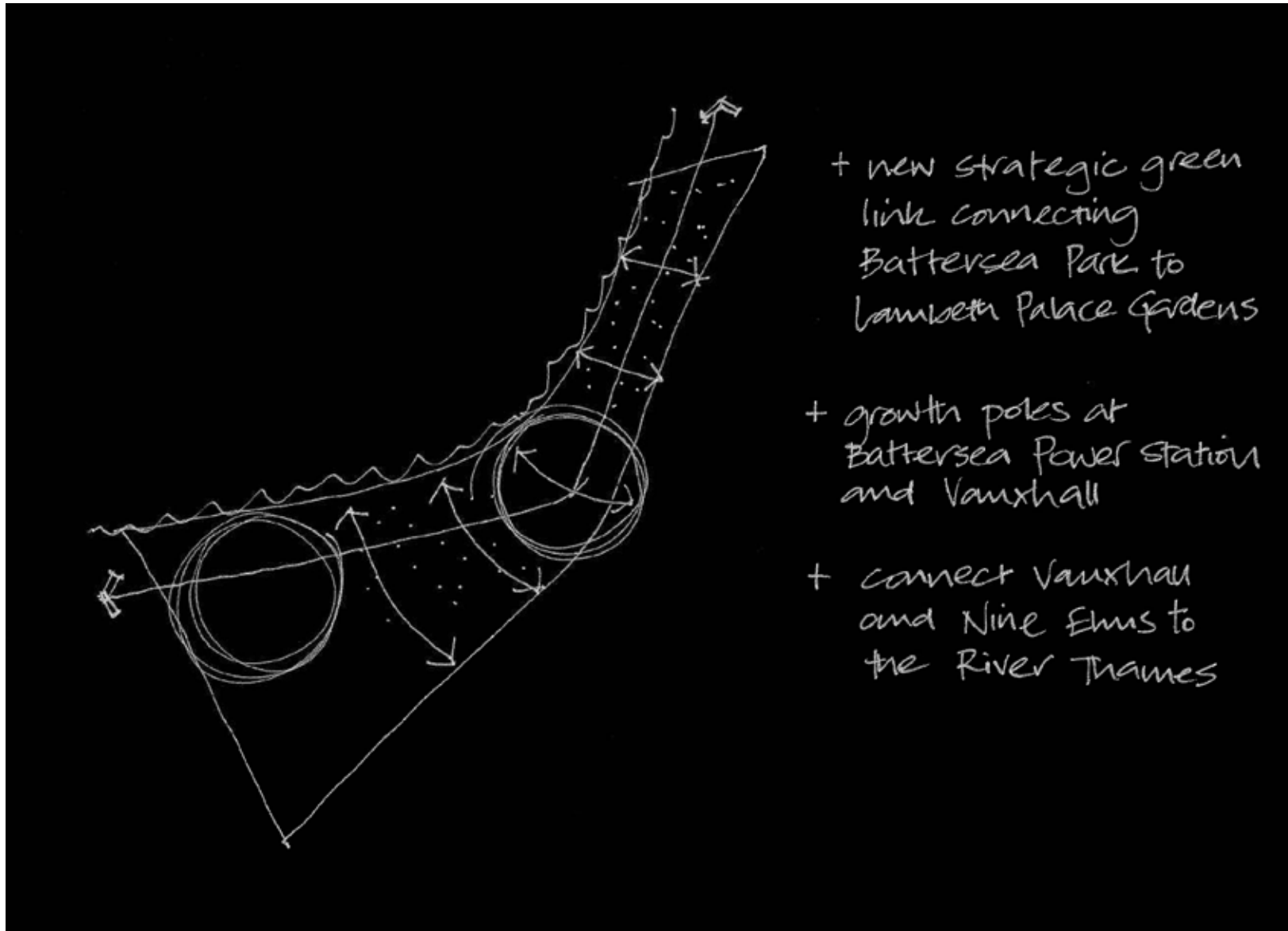


Figure 1.1 Vision for Vauxhall Nine Elms Battersea

## 1.2 Introduction to planning framework

The Opportunity Area Planning Framework (OAPF) for Vauxhall Nine Elms Battersea (VNEB) is a spatial planning document, which has been led by the Greater London Authority (GLA) in partnership with Transport for London (TfL), Lambeth and Wandsworth Councils and English Heritage. The partner organisations form the steering group for the project.

On behalf of the Mayor of London, the GLA has led the production of the document, utilising its unique function as the statutory strategic planning authority for London, working closely with the strategic transport and regeneration agencies, local planning authorities and specialist heritage and urban design bodies to produce the OAPF for VNEB. This final version of the framework supersedes the 2009 consultation draft.

The production of the OAPF has also been positively influenced by discussions with key landowners and developers in the Opportunity Area (OA) who formed the original stakeholder group for the project and are represented on the Strategy Board alongside the various public authorities.

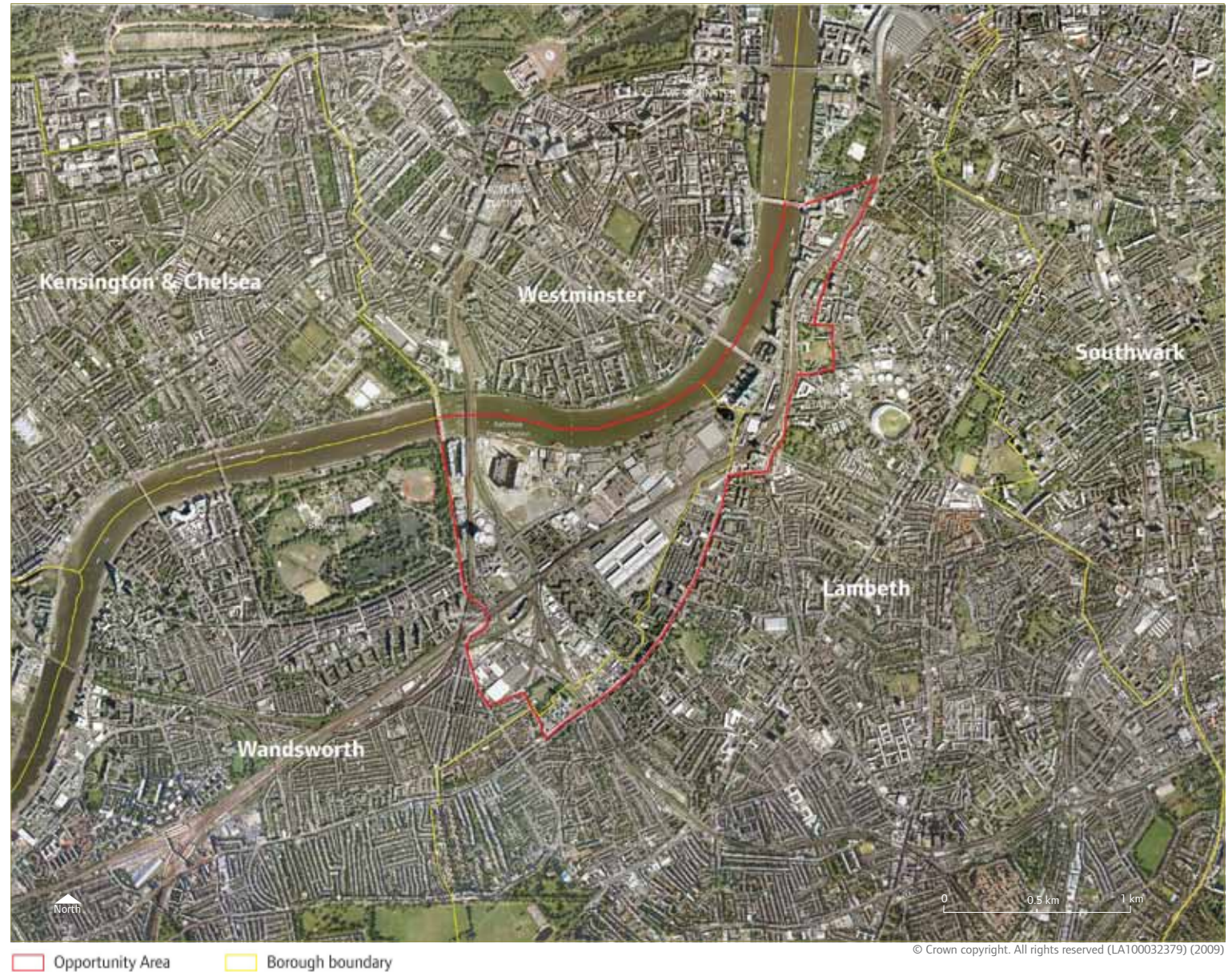


Figure 1.2 The Opportunity Area in context



### 1.3 Introduction to the opportunity area

The VNEB OA comprises 195 hectares of land on the south bank of the River Thames between Lambeth Bridge to the north and Chelsea Bridge to the south west. It encompasses Albert Embankment, Vauxhall Cross, Nine Elms including New Covent Garden Market and Battersea Power Station. Its western boundary is largely formed by Queenstown Road and Silverthorne Road.

The northern part of the OA is located in the London Borough of Lambeth, with the southern part located in the London Borough of Wandsworth. The borough boundary bisects the OA to the west of Vauxhall Cross.

In its broader context the OA forms the western end of the south bank, is one of the central London Opportunity Areas (OAs), and its northern boundary is contiguous with the Waterloo OA, for which a planning framework was published by the GLA in October 2007 (see figure 2.2).

Figure 1.3 The opportunity area

## 1.4 Governance arrangements

Since the publication of the original draft OAPF in 2009, a Strategy Board has been set up for the OA to provide strategic leadership for the implementation of the framework. The Board is alternately chaired by the Leaders of Lambeth and Wandsworth Councils and is attended by officers of the public authorities and major landowners. The governance structure (see figure 1.4) comprises the Strategy Board and a series of subject-specific working groups and sub-groups.

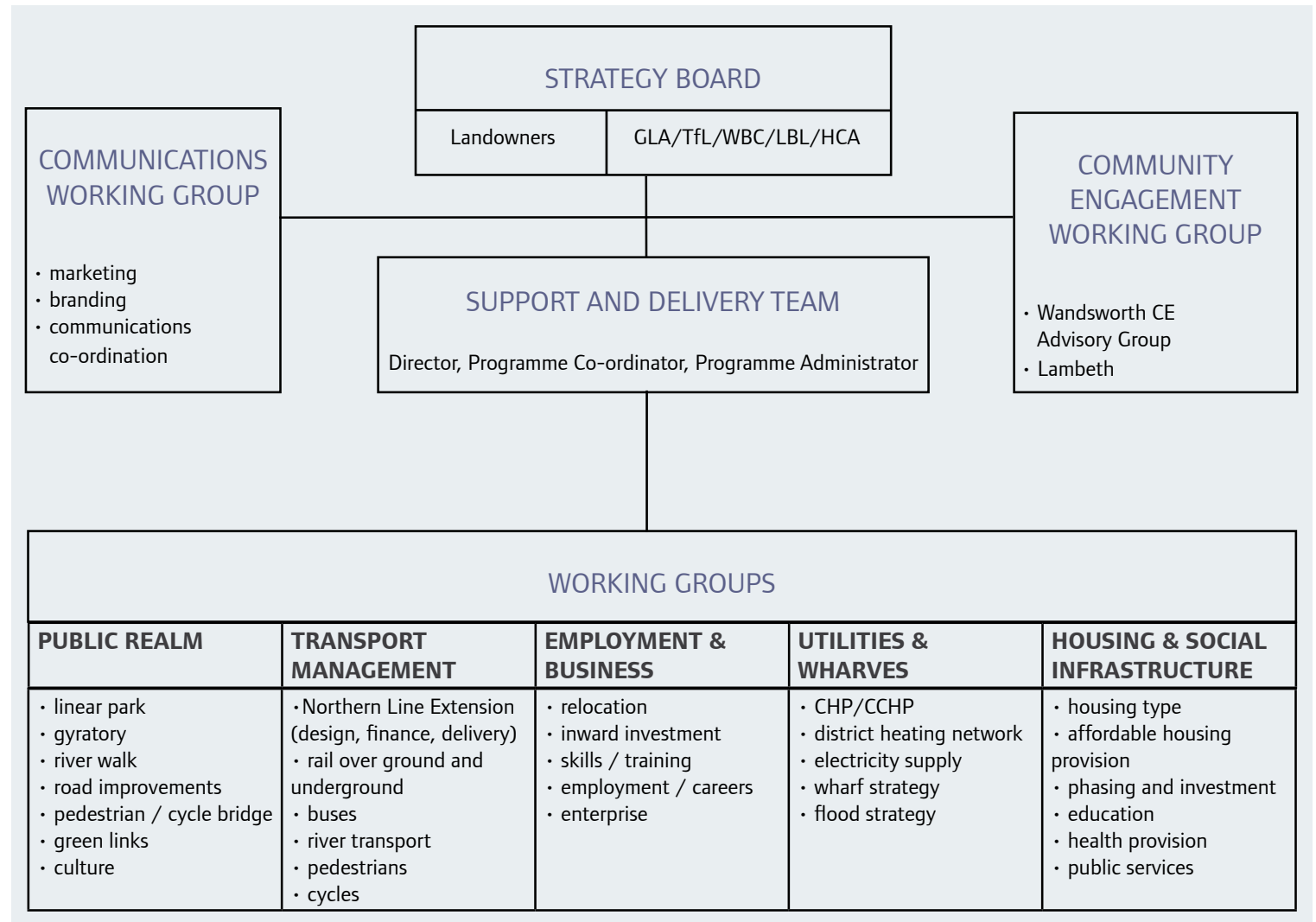


Figure 1.4 VNEB Governance and Delivery Structure