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GREATERLONDONAUTHORITY

CASE STUDY

VAUXHALL NINE ELMS BATTERSEA

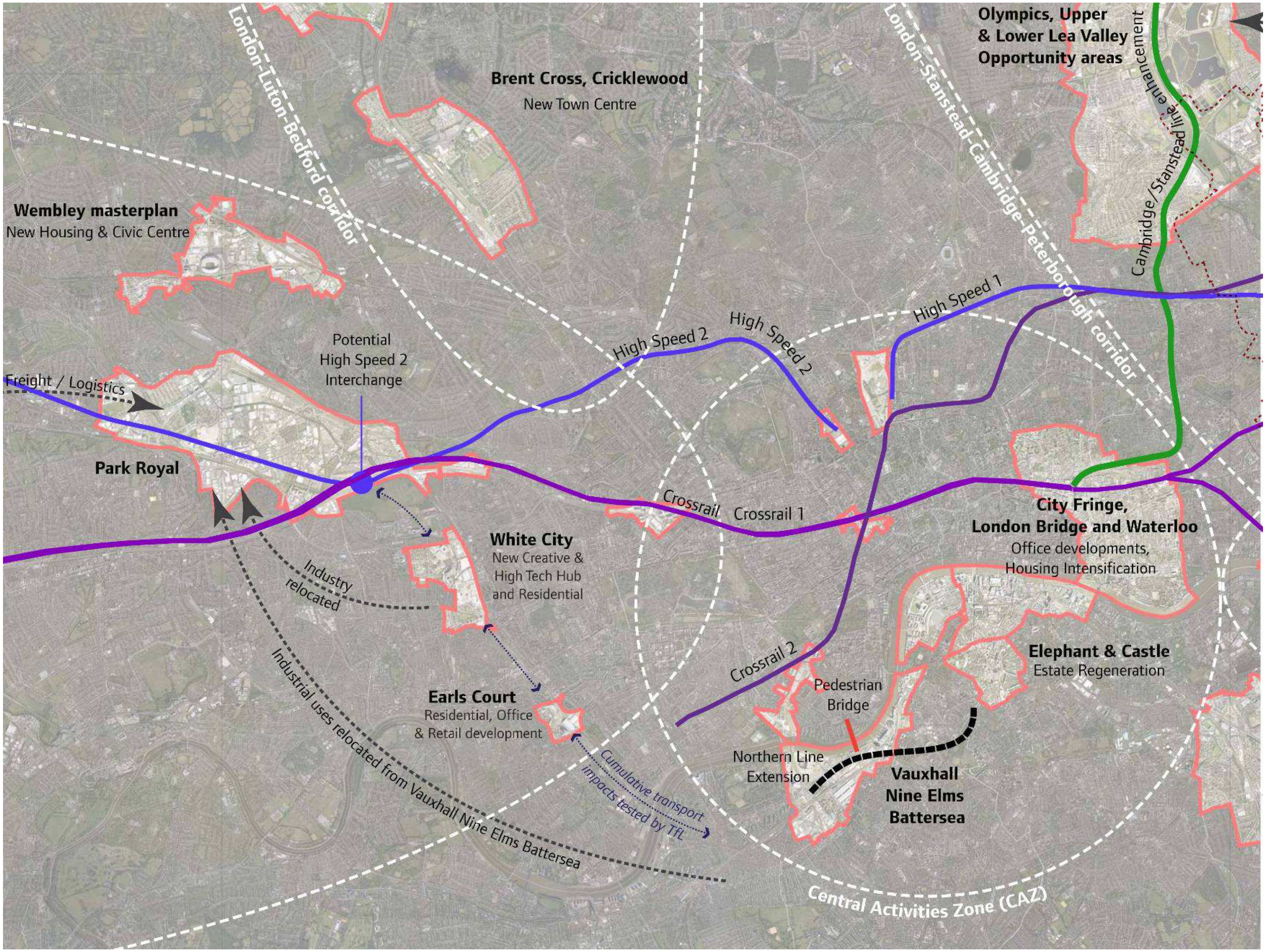
OPPORTUNITY AREA PLANNING FRAMEWORK

PROPOSED DEVELOPMENT

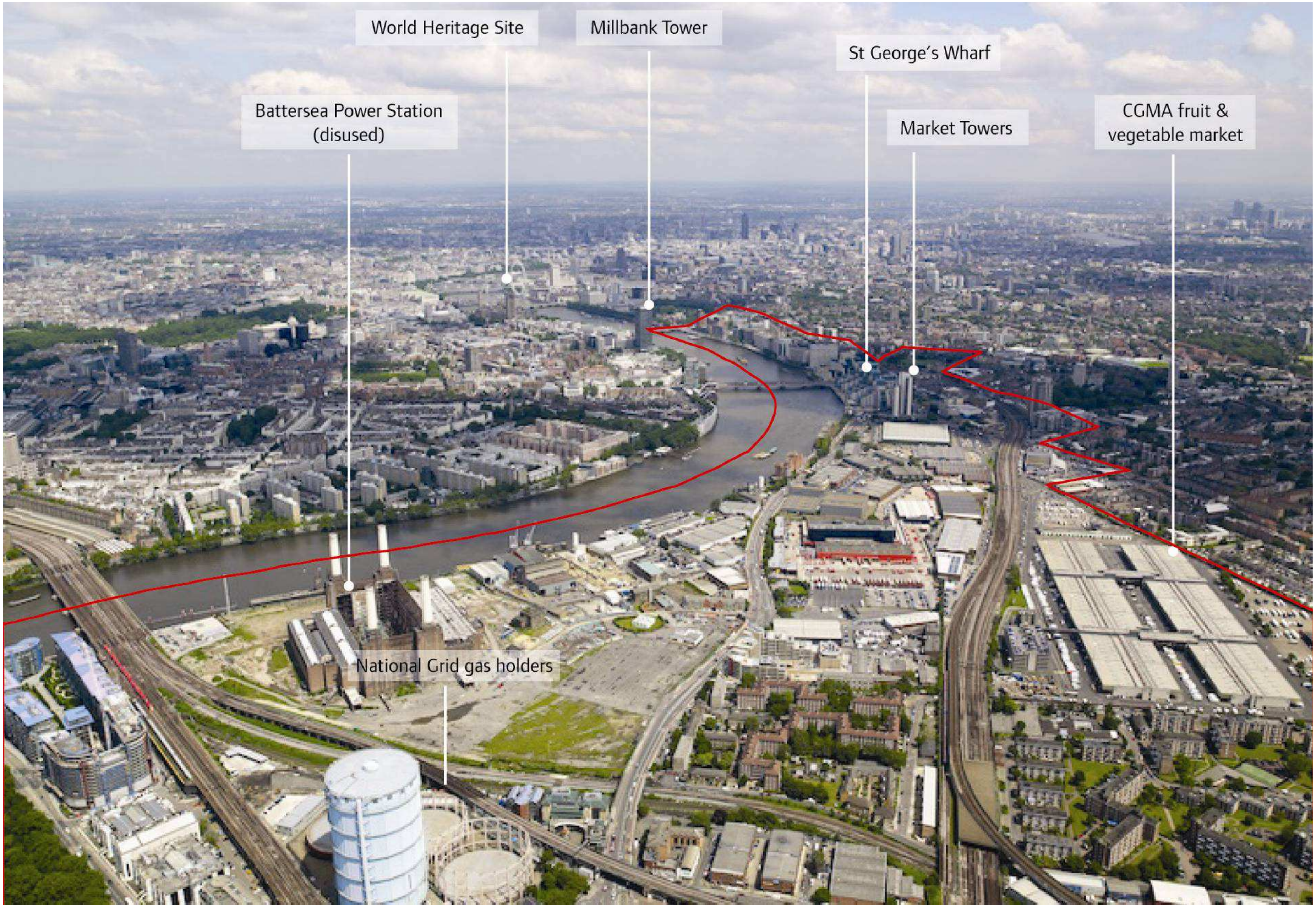
16,000 HOMES

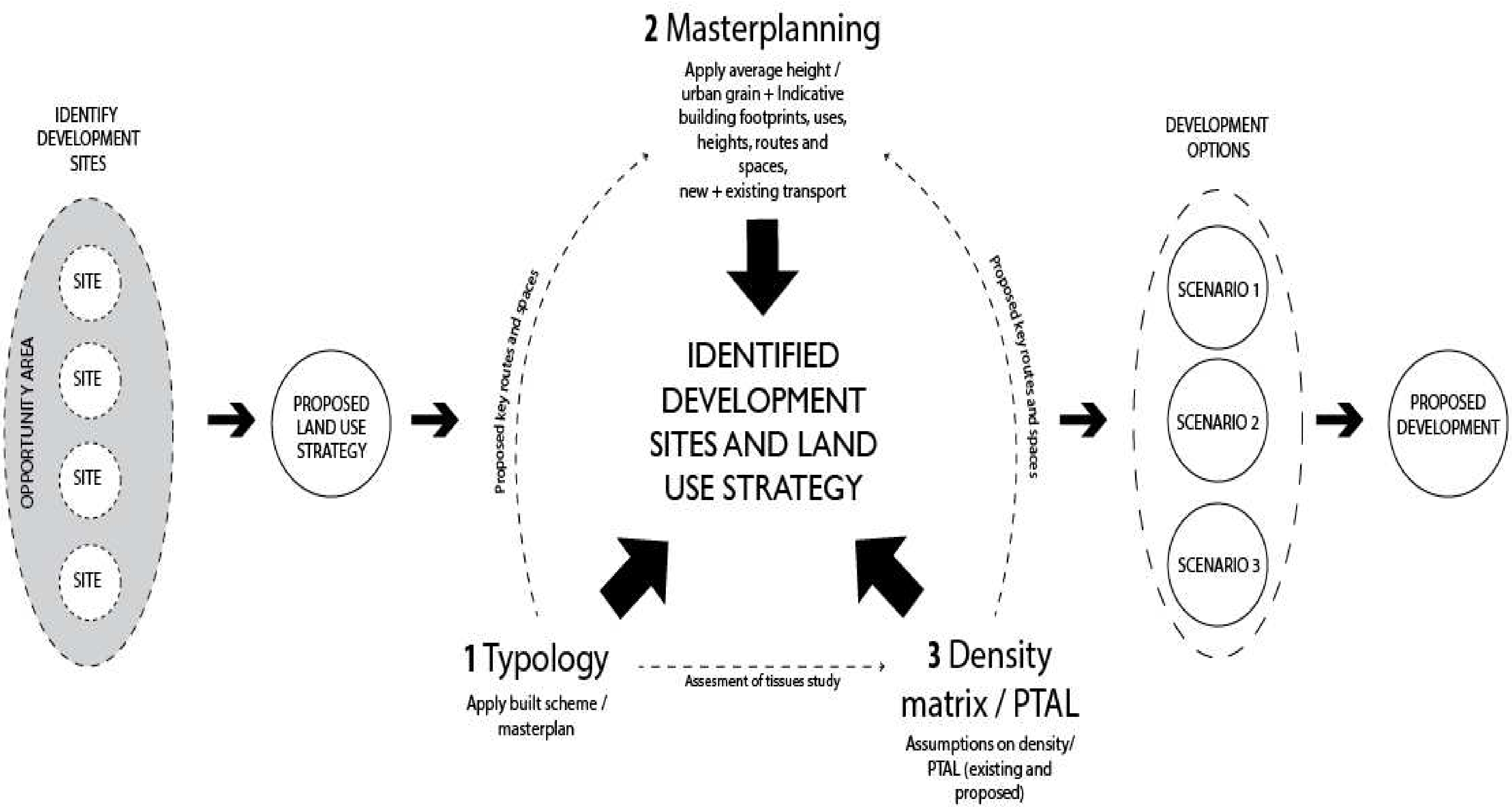
25,000 JOBS

NORTHERN LINE EXTENSION
BATTERSEA POWER STATION REDEVELOPMENT
TALL BUILDING CLUSTER AT VAUXHALL
NEW LINEAR PARK
NEW PEDESTRIAN BRIDGE

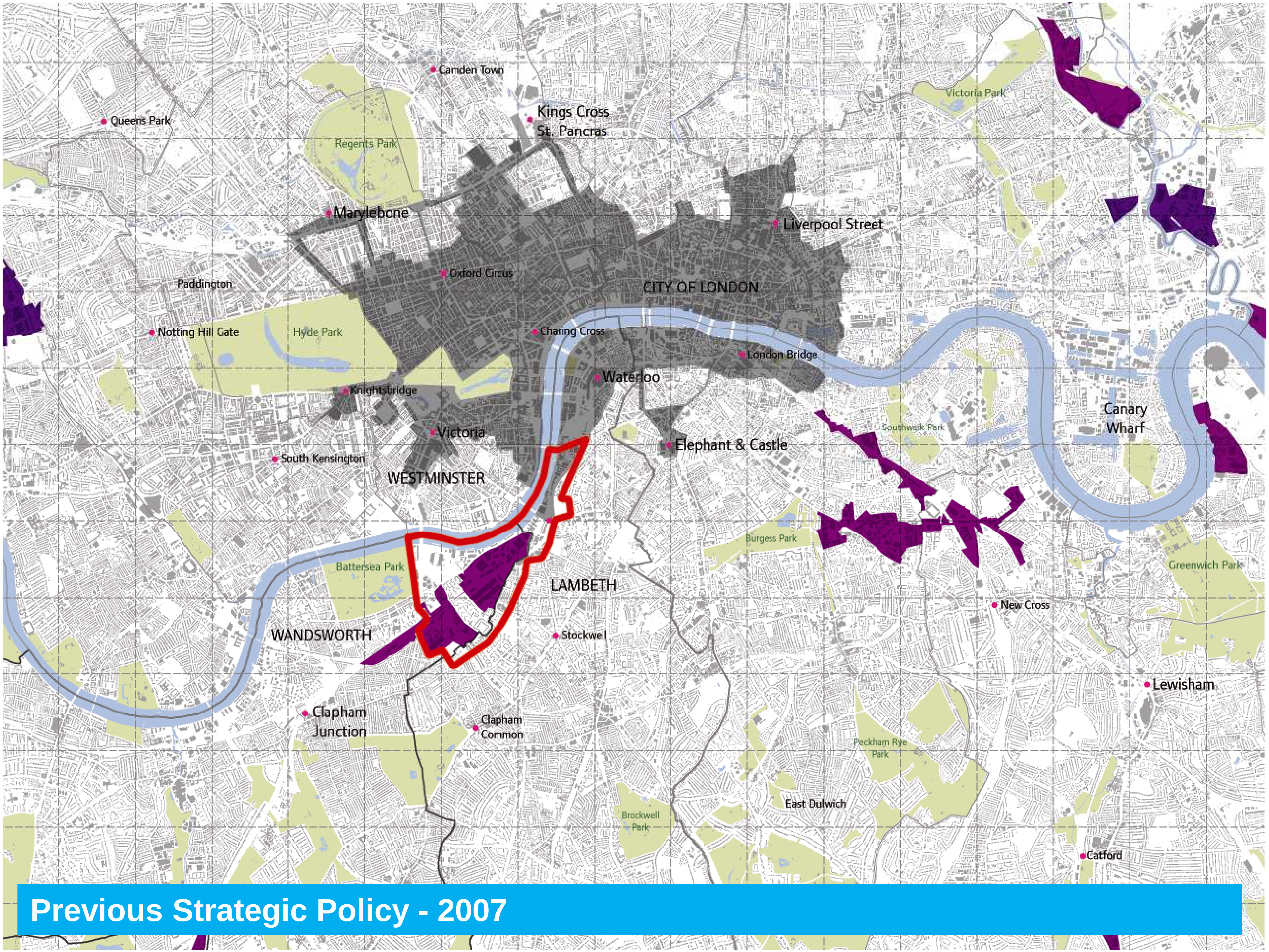


Strategic direction: Central West Opportunity Areas

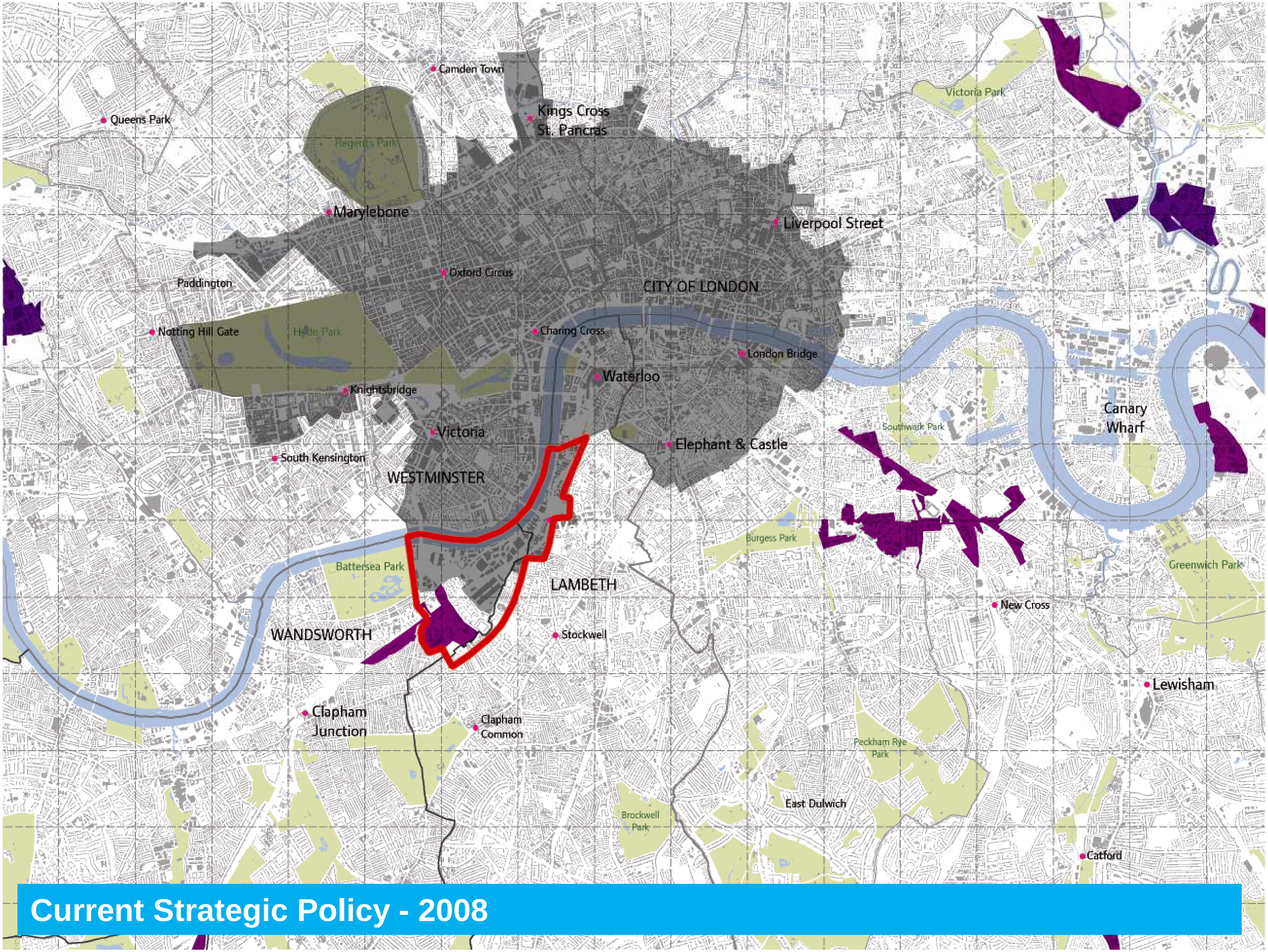

World Heritage Site
Millbank Tower
St George's Wharf
Battersea Power Station
(disused)
Market Towers
CGMA fruit &
vegetable market
National Grid gas holders



IDENTIFY DEVELOPMENT SITES
OPPORTUNITY AREA
SITE
SITE
SITE
SITE
PROPOSED LAND USE STRATEGY
2 Masterplanning
Apply average height / urban grain + Indicative building footprints, uses, heights, routes and spaces, new + existing transport
Proposed key routes and spaces
Proposed key routes and spaces
IDENTIFIED DEVELOPMENT SITES AND LAND USE STRATEGY
1 Typology
Apply built scheme / masterplan
Assesment of tissues study
3 Density matrix / PTAL
Assumptions on density/ PTAL (existing and proposed)
DEVELOPMENT OPTIONS
SCENARIO 1
SCENARIO 2
SCENARIO 3
PROPOSED DEVELOPMENT

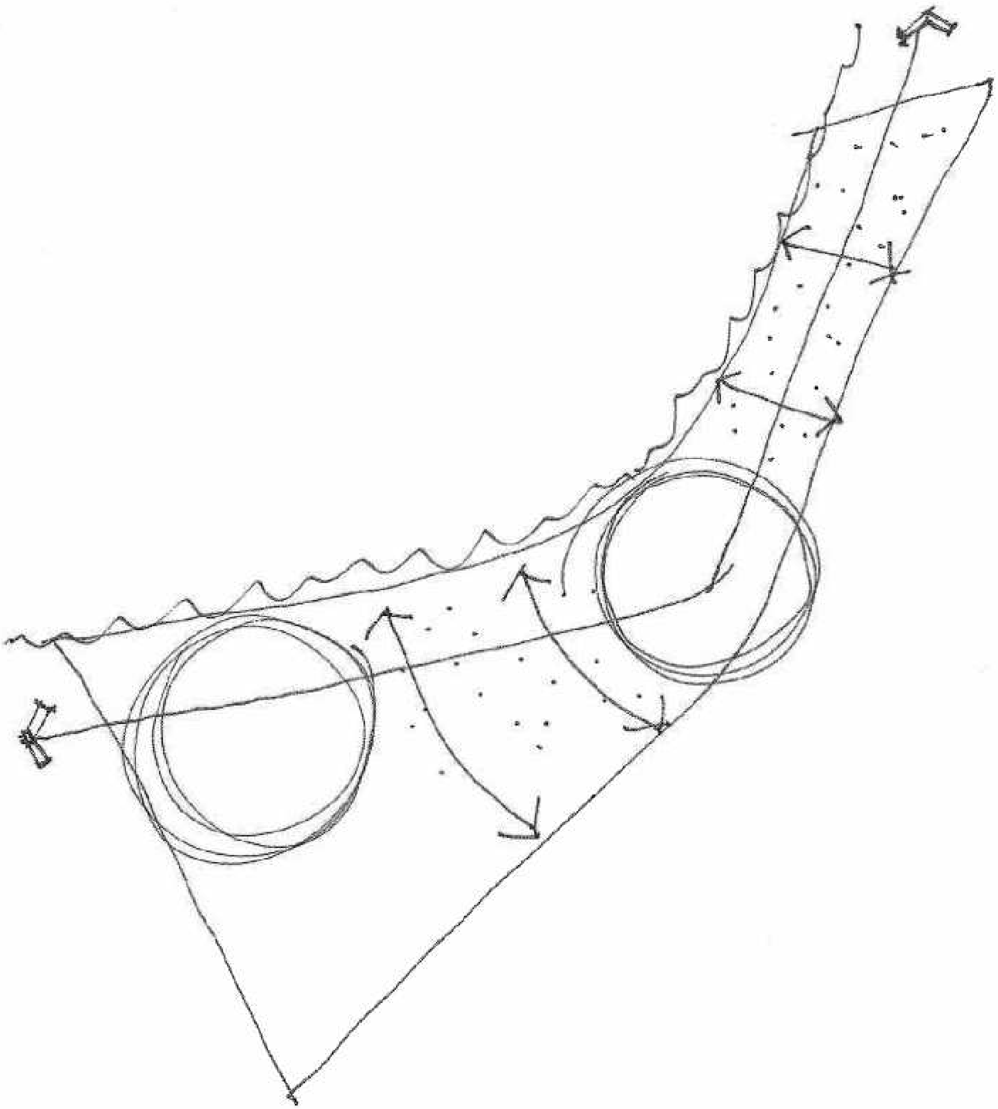


Previous Strategic Policy - 2007



Current Strategic Policy - 2008

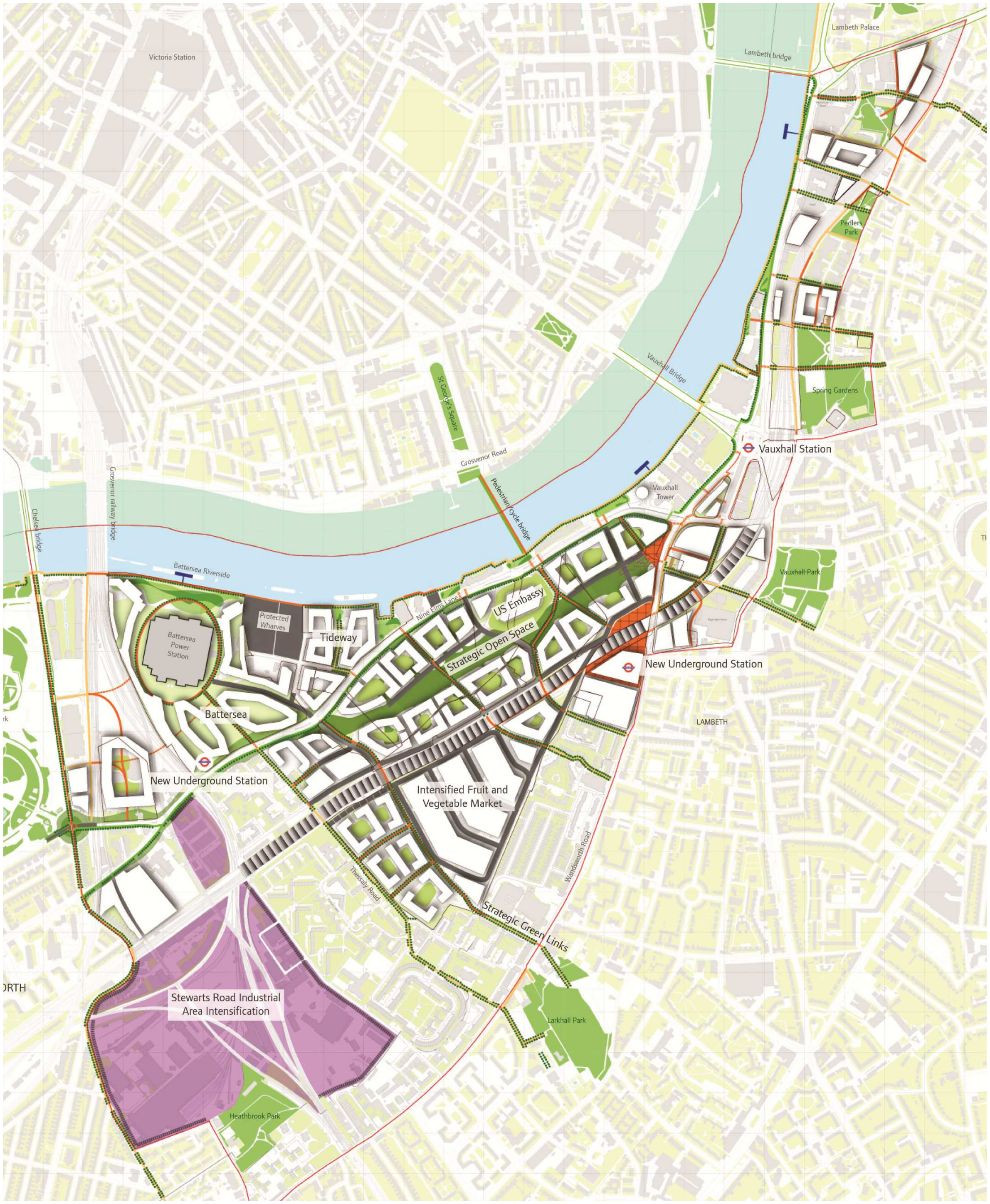
What is urban structure?



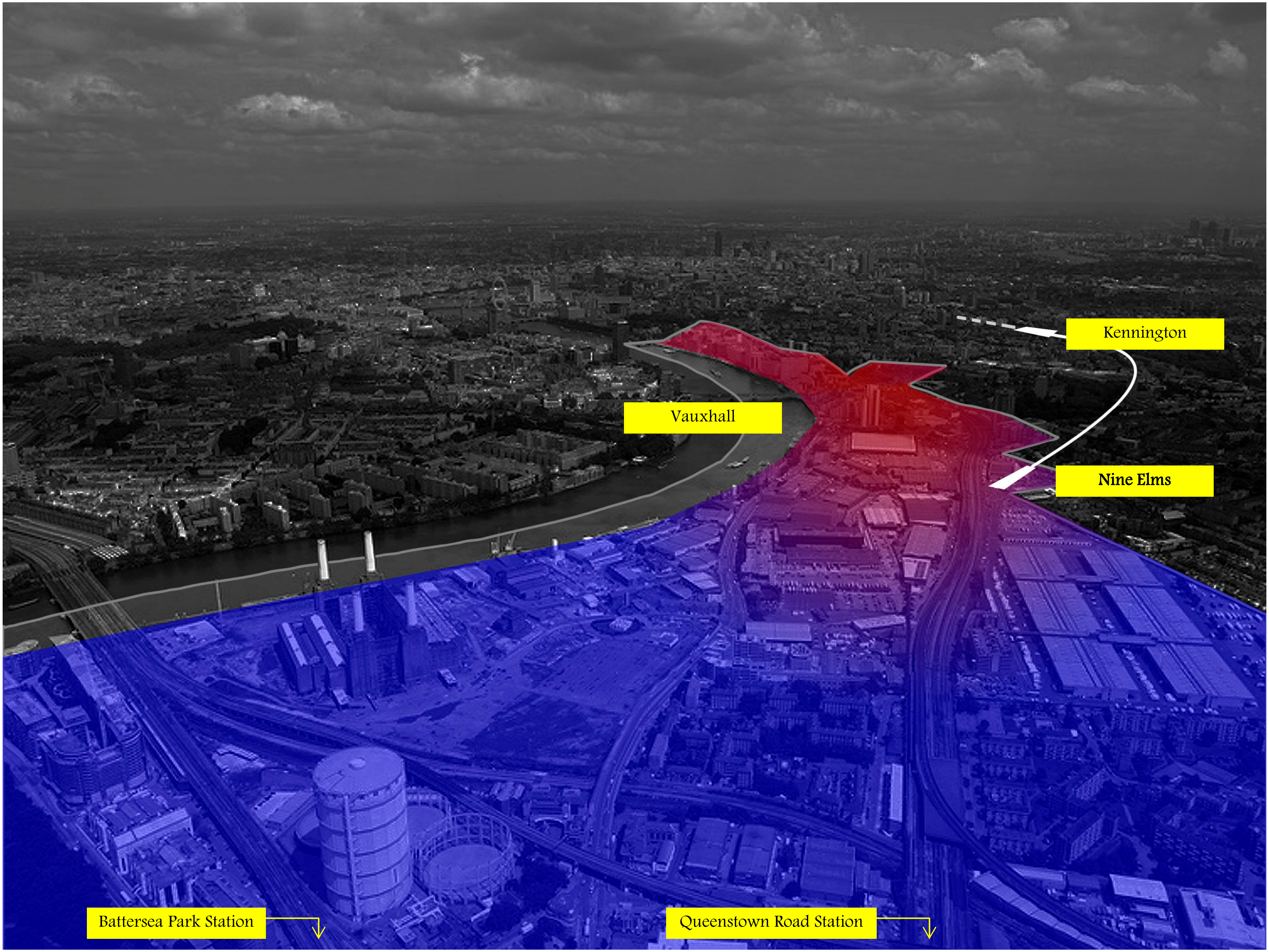
+ new strategic green link connecting Battersea Park to Lambeth Palace Gardens

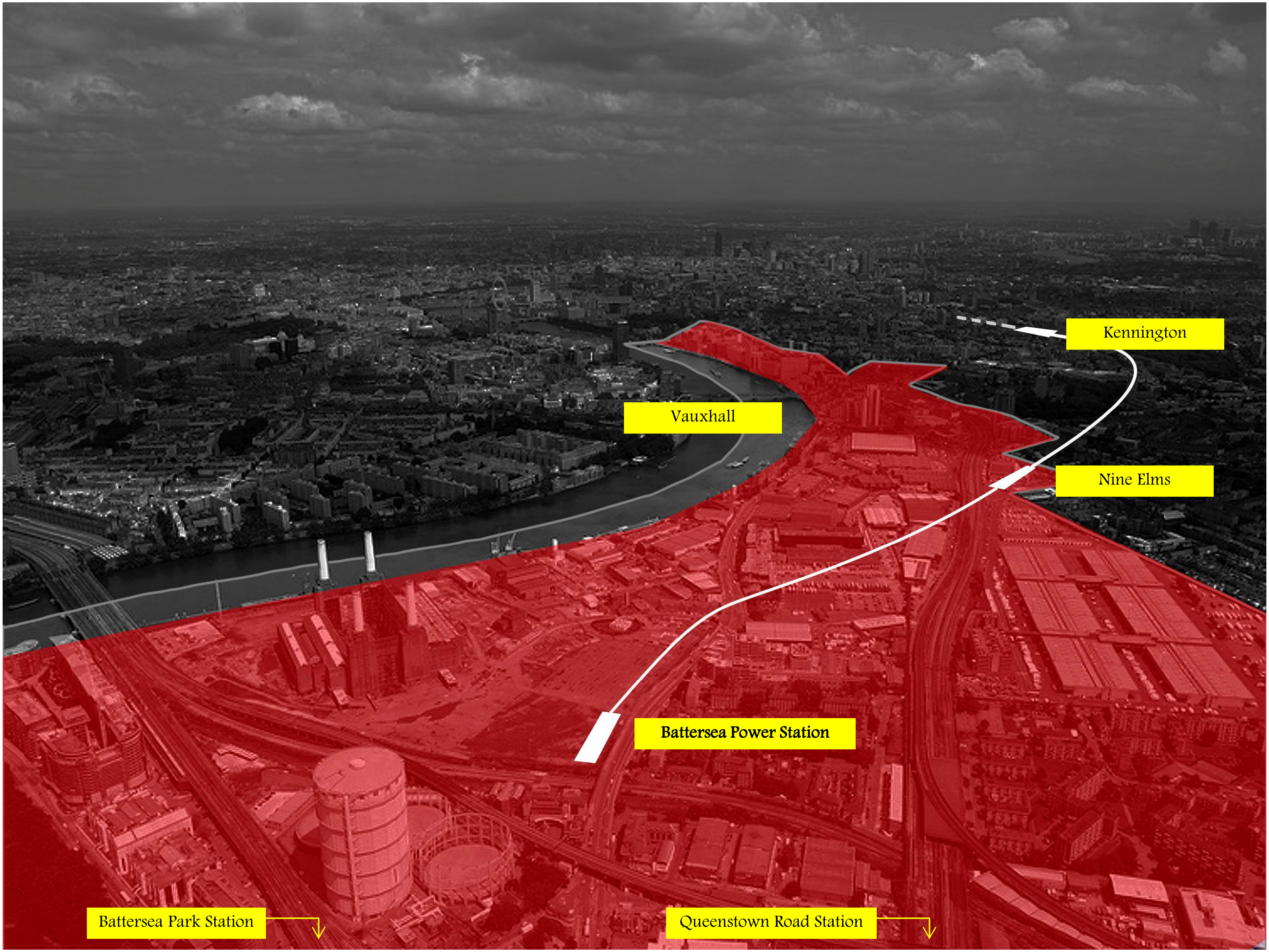
+ growth poles at Battersea Power Station and Vauxhall

+ connect Vauxhall and Nine Elms to the River Thames

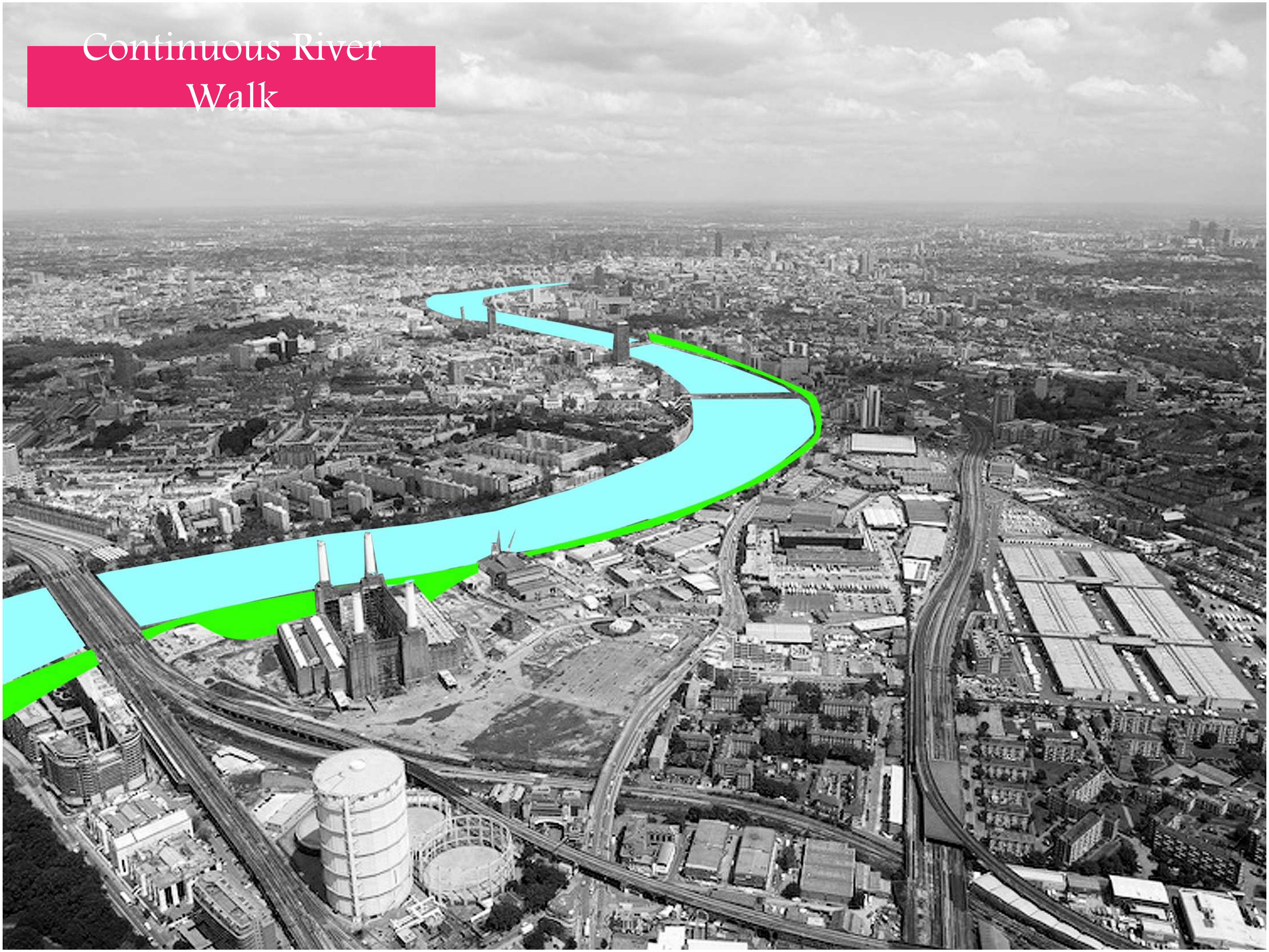

Victoria Station
Lambeth Palace
Lambeth bridge
Pedlers Park
Vauxhall Bridge
Spring Gardens
St George's Square
Grosvenor Road
Vauxhall Station
Vauxhall Tower
Pedestrian/ cycle bridge
Chelsea bridge
Grosvenor railway bridge
Battersea Riverside
Vauxhall Park
Protected Wharves
Tideway
US Embassy
Nine Elms Lane
Strategic Open Space
New Underground Station
Battersea Power Station
Battersea
LAMBETH
New Underground Station
Intensified Fruit and Vegetable Market
Wandsworth Road
Thessaly Road
Strategic Green Links
Larkhall Park
Stewarts Road Industrial Area Intensification
Heathbrook Park

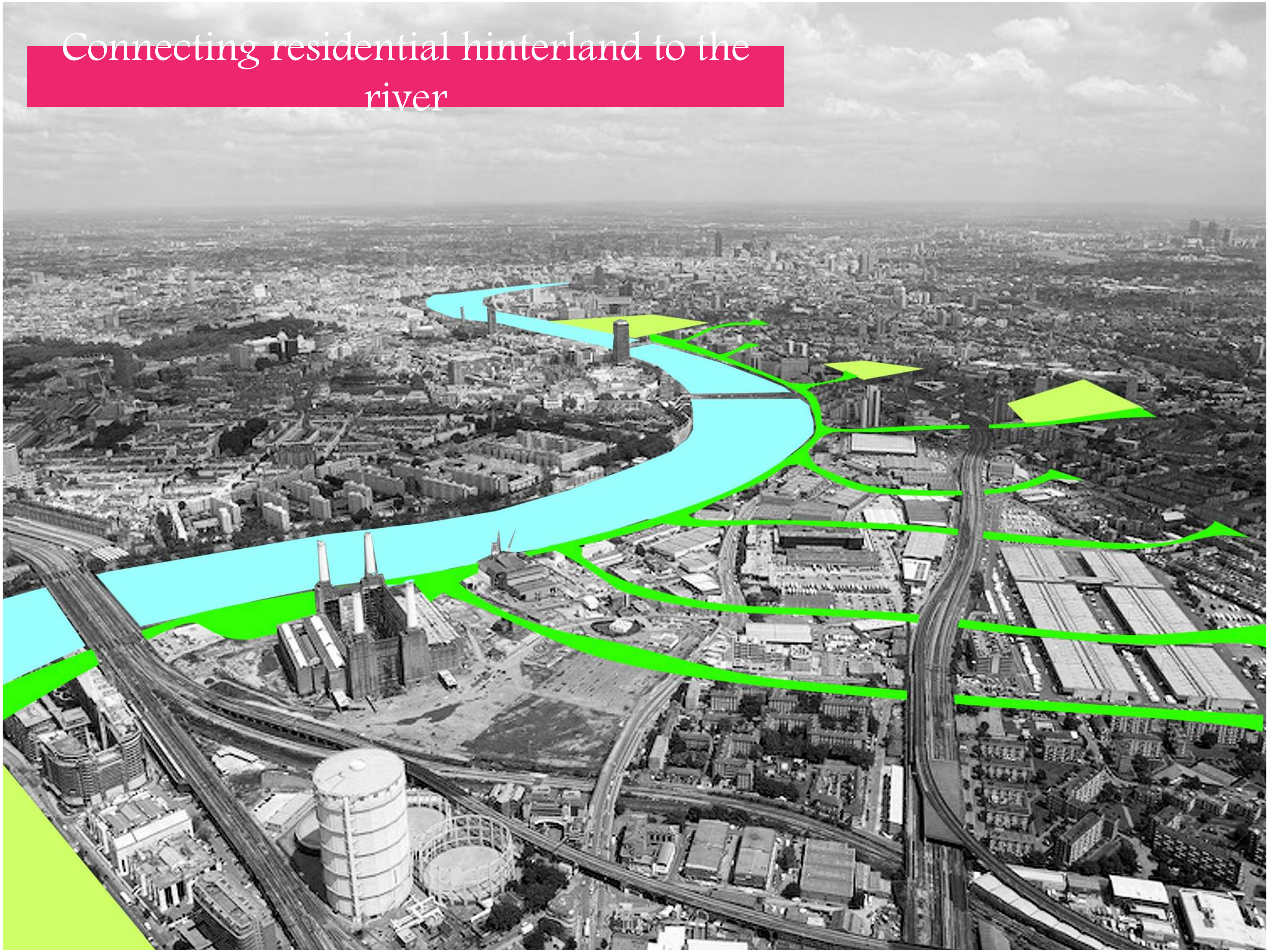

Kennington
Vauxhall
Battersea Park Station
Queenstown Road Station


Kennington
Vauxhall
Nine Elms
Battersea Park Station
Queenstown Road Station

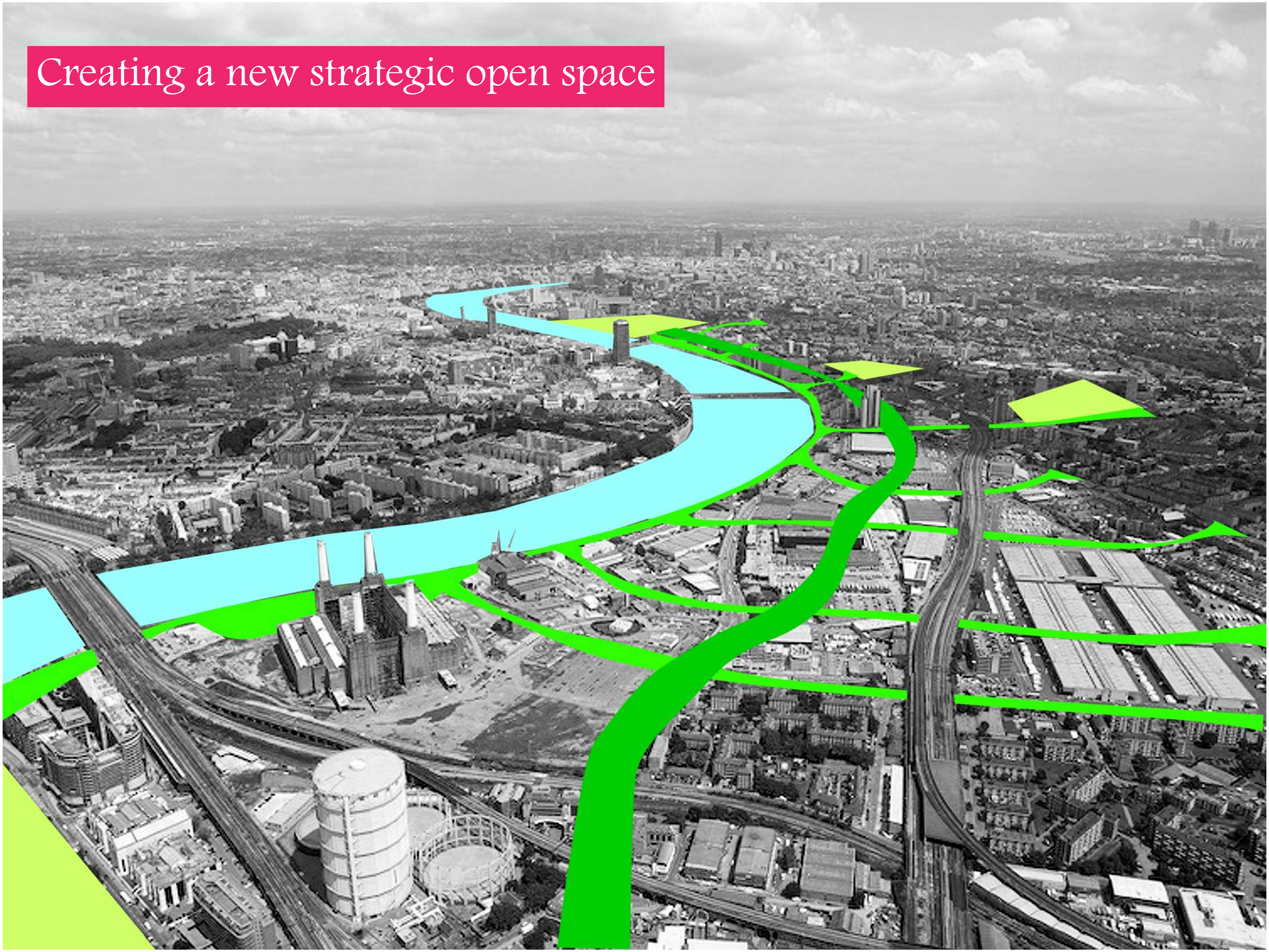

Kennington
Vauxhall
Nine Elms
Battersea Power Station
Battersea Park Station
Queenstown Road Station

PUBLIC REALM STRATEGY

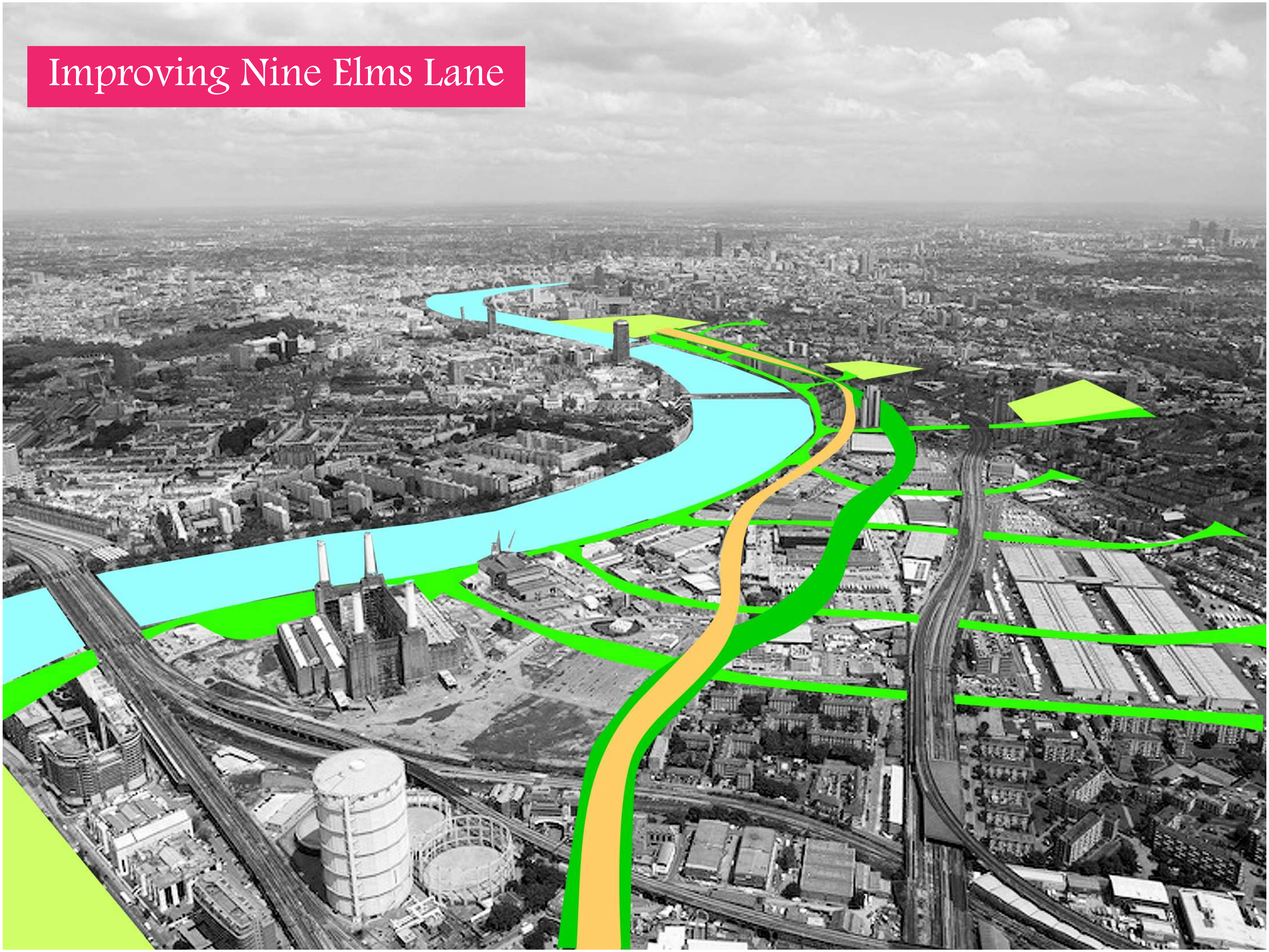

Continuous River
Walk

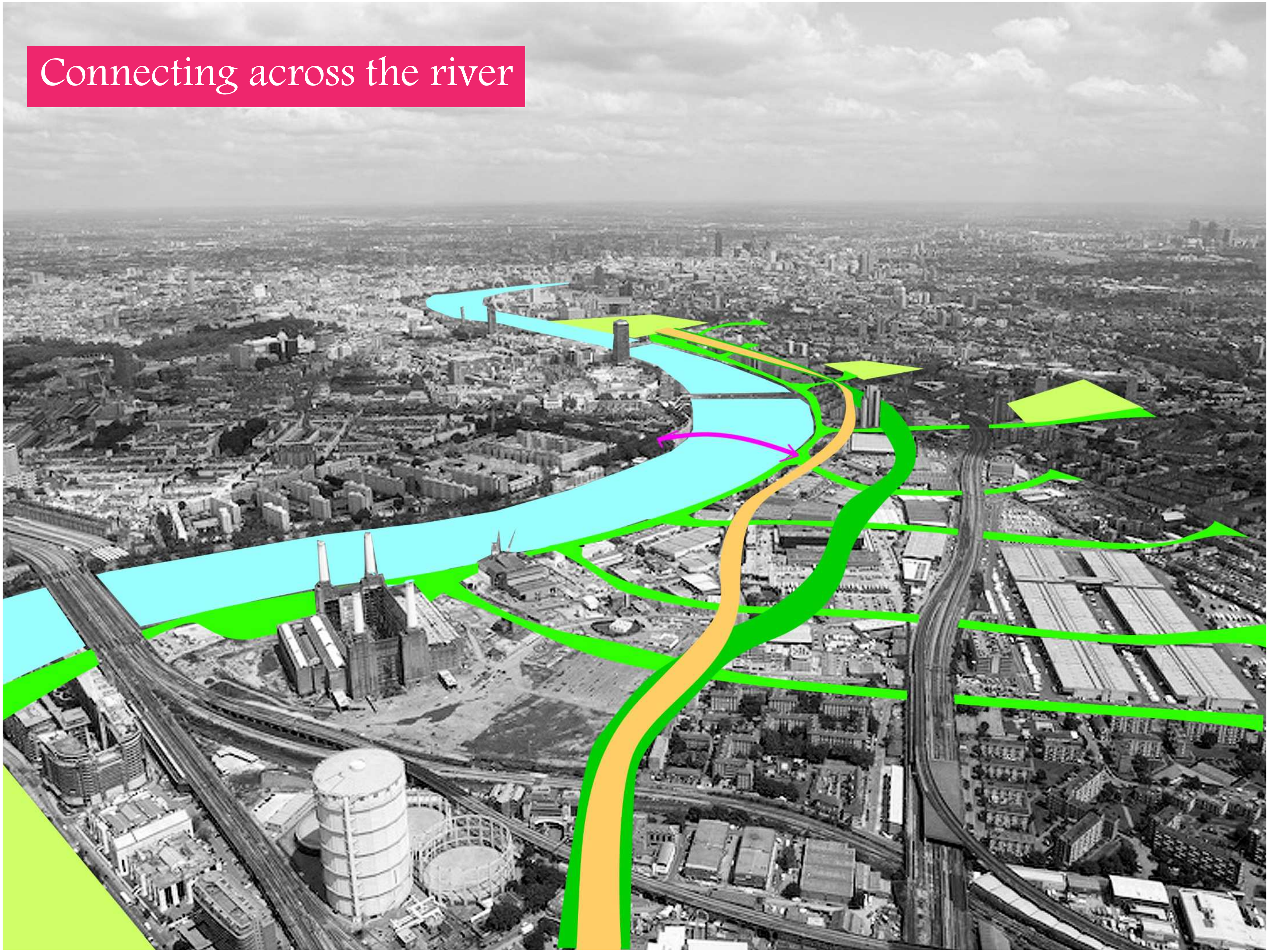

Connecting residential hinterland to the river

Creating a new strategic open space



Improving Nine Elms Lane




Connecting across the river


Tall Building Strategy

INFRASTRUCTURE COSTS

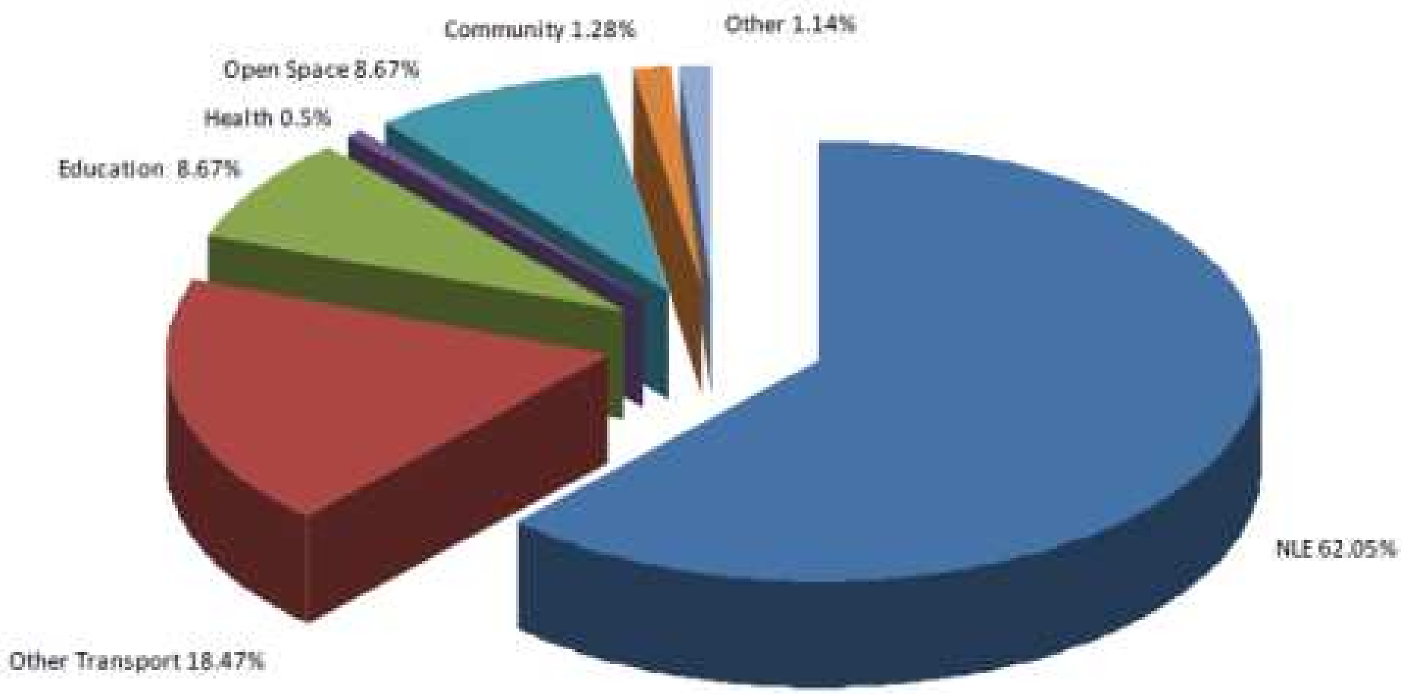


Figure 10.2: S106 / contribution split of total infrastructure costs identified in the DIFS

CHARGING TARIFF

Table 12.1: Proposed S106 tariff charges for the OA, based on 15% and 40% affordable housing and property market recovery by 2015

	15% affordable housing				40% affordable housing			
Land Use	2010 -2015 Tariff charge (per unit)	2010 -2015 Tariff charge (per sq.m.)	2016 -2031 Tariff charge (per unit)	2016 -2031 Tariff charge (per sq.m.)	2010 -2015 Tariff charge (per unit)	2010 -2015 Tariff charge (per sq.m.)	2016 -2031 Tariff charge (per unit)	2016 -2031 Tariff charge (per sq.m.)
Residential value 1	£40,000	£425	£50,000	£530	£25,000	£265	£35,000	£370
Residential value 2	£20,000	£210	£30,000	£315	£15,000	£160	£25,000	£265
Office	-	£160	-	£160	-	£150	-	£150
Mixed use retail	-	£150	-	£150	-	£150	-	£150
Retail	-	£150	-	£250	-	£150	-	£250
Hotel	-	£40	-	£40	-	£40	-	£40

(Source: GVA Grimley)

KEY FINDINGS (2010)

- Need for business rate retention
- Need to review affordable housing levels
- Need for new electricity substation
- Need for new drainage capacity

KEY CHALLENGES

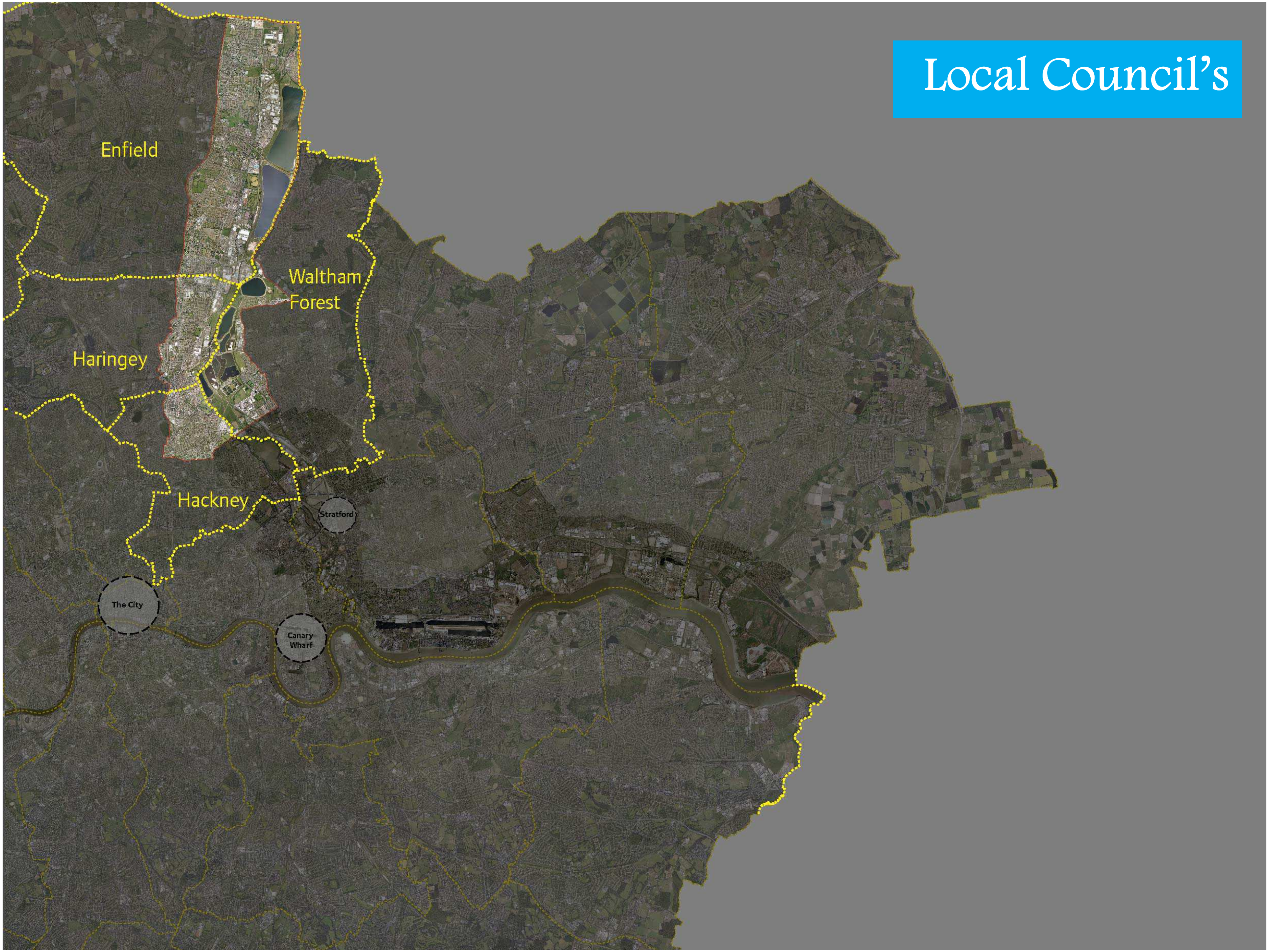
- Leadership
- Ownership
- Delivery
- Governance

CASE STUDY

UPPER LEE VALLEY

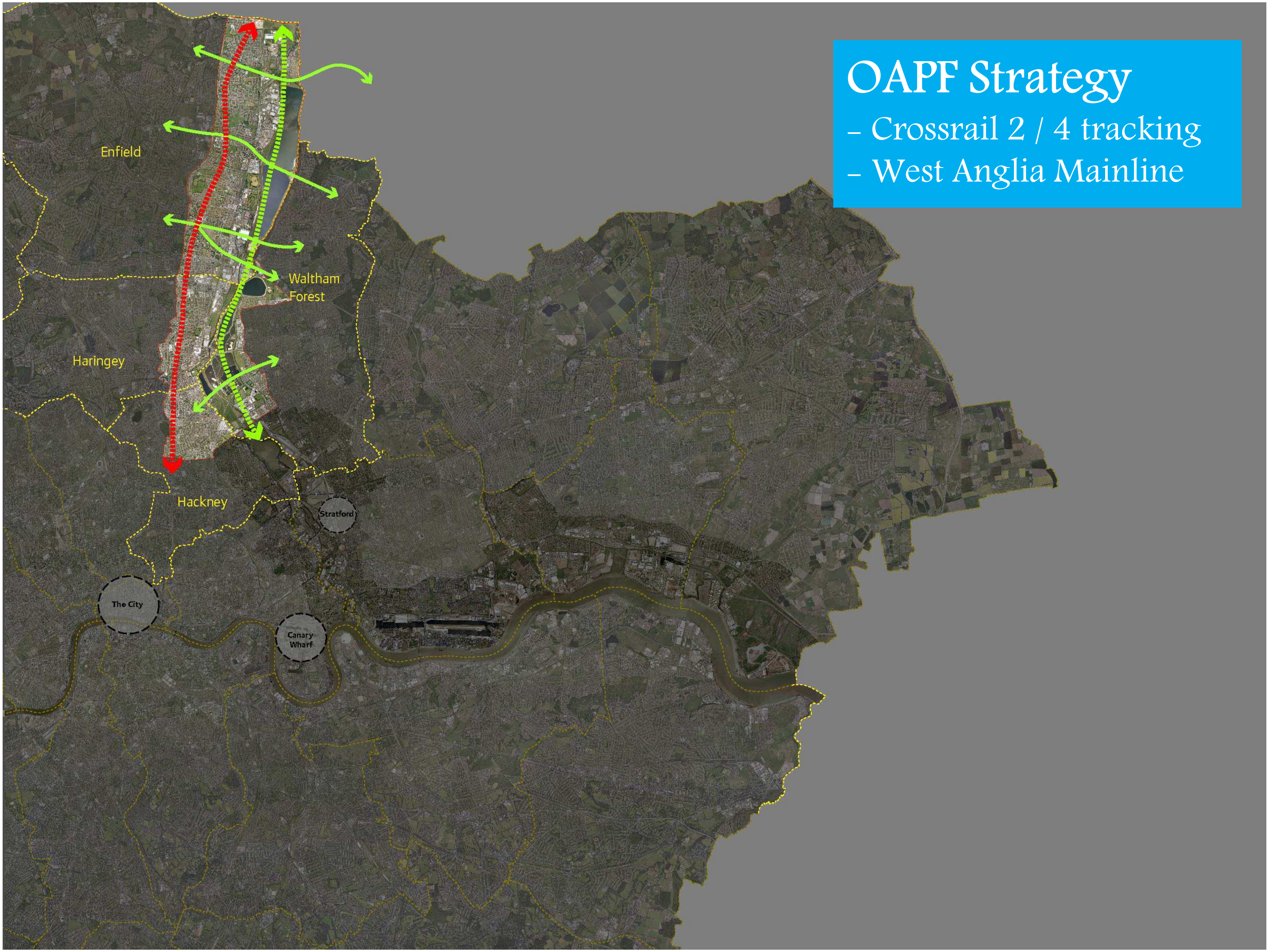
OPPORTUNITY AREA PLANNING FRAMEWORK

Local Council's



OAPF Strategy

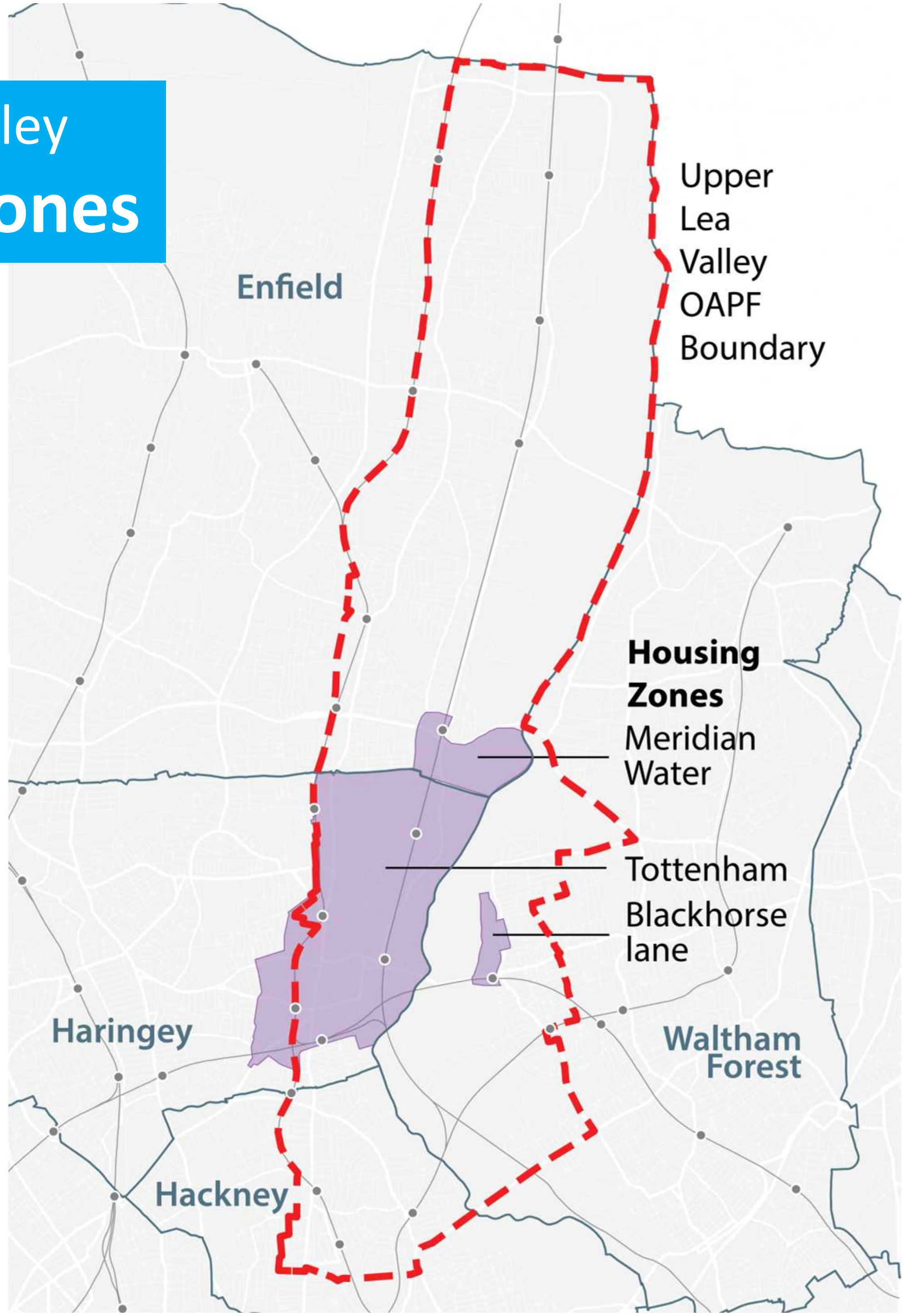
- Crossrail 2 / 4 tracking
- West Anglia Mainline



Key Development Sites

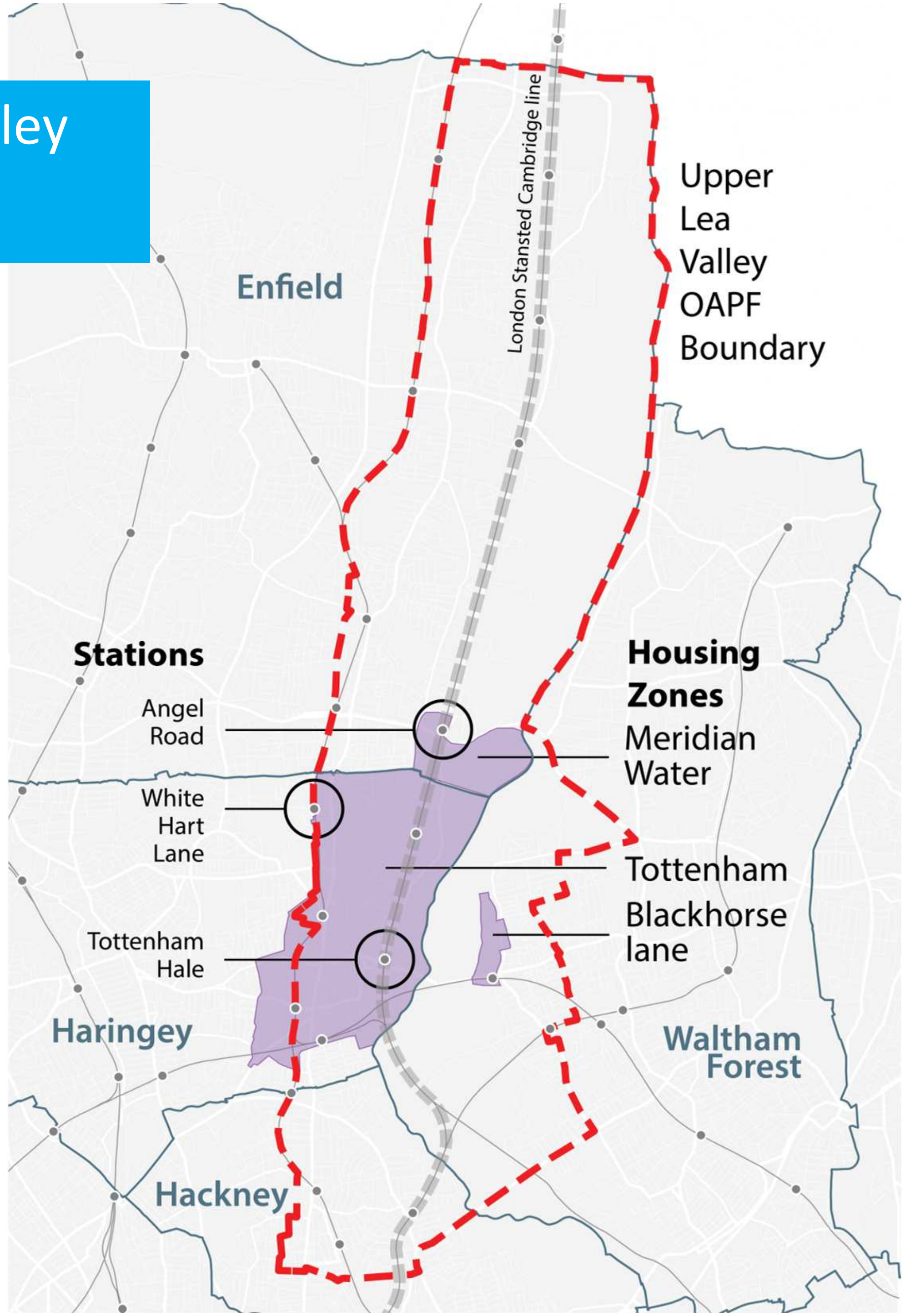
20,000 homes and 15,000 jobs

Upper Lee Valley
Housing Zones



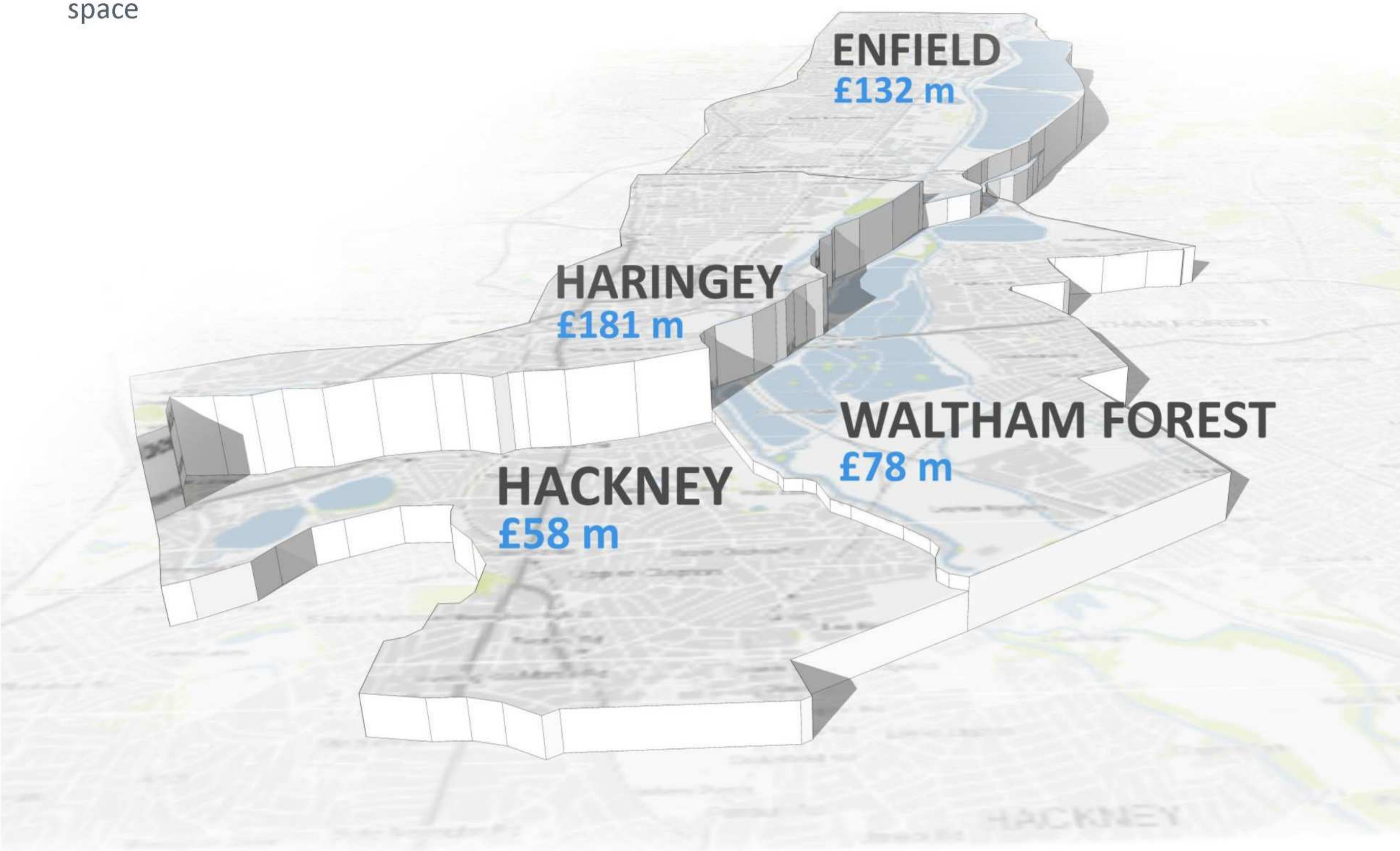
Upper Lee Valley

Transport



Social Infrastructure – Cost of all priority baseline schemes

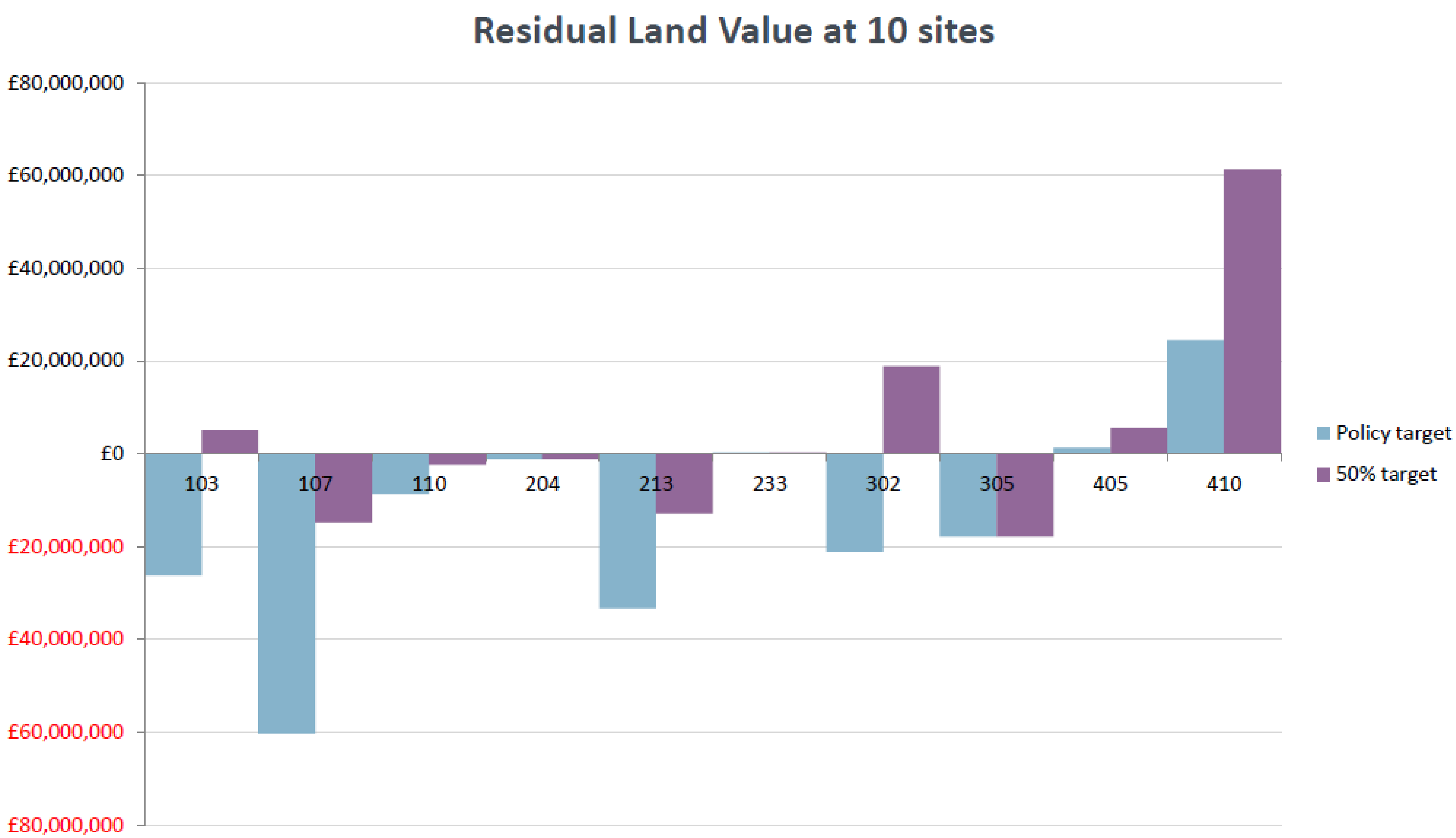
- Includes education, healthcare and leisure / open space



Transport Infrastructure – Cost of all priority baseline Schemes

- Includes highways, walking, cycling and public transport schemes

Sensitivity Testing – Viability and Affordable Housing



Sensitivity Testing – Affordable Housing and CIL

- The amount of borough CIL raised is highly sensitive to the proportion of affordable housing
- In running sensitivity analysis, those developments which have already been granted planning permission have been fixed at the agreed proportions
- The total borough CIL on an NPV basis in each instance is outlined below

NPV	Base Case	50%	40%	30%	20%
Haringey	£4.6m	£4.6m	£5.3m	£6m	£6.7m
Enfield	£8.2m	£7.2m	£8.2m	£9.2m	£10.3m
Waltham Forest	£8.6m	£8.6m	£10.3m	£12m	£13.8m
Hackney	£5.3m	£5.3m	£6.4m	£7.4m	£8.5m
Total	**£26.7m**	**£25.6m**	**£30.1m**	**£34.7m**	**£39.2m**

- Even in the most optimistic scenario with 20% affordable housing, the base case funding gap is still £913m

KEY LESSONS

- Prioritisation
- Ownership
- Delivery
- Governance/Leadership