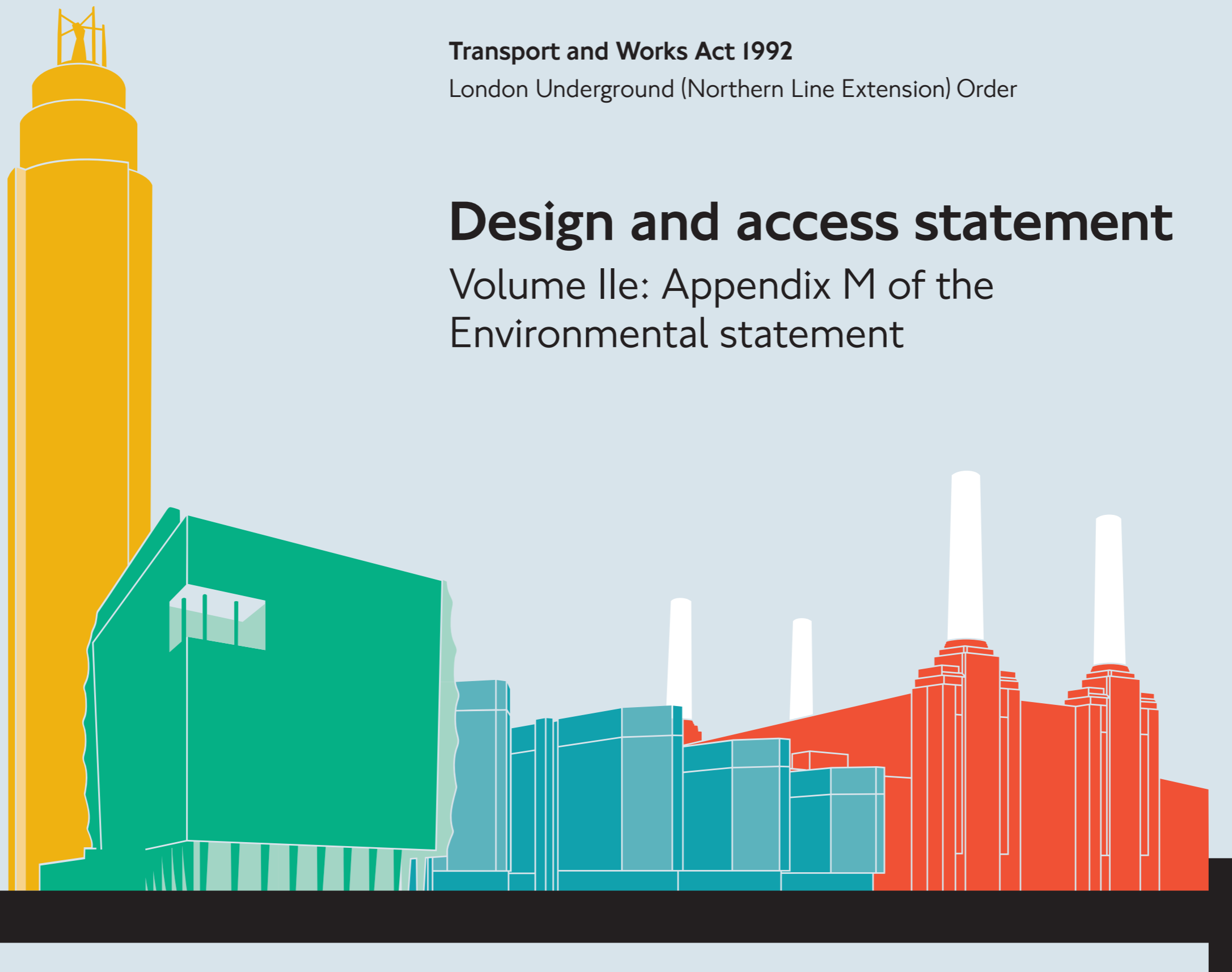


**Transport and Works Act 1992**

London Underground (Northern Line Extension) Order

# **Design and access statement**

Volume II: Appendix M of the  
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Volume II



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# 1.0 Introduction

**1.1 Purpose of this Document and Application**

**1.2 Northern Line Extension Overview**

**1.3 Project Aims**

**1.4 Summary of the NLE Scheme**

**1.5 Structure of this Document**

## 1.1 Purpose of this Document and Application

- 1.1.1 The Vauxhall Nine Elms Battersea (VNEB) Opportunity Area (shown in Figure 1.1) is identified by the Mayor of London as a growth area within the capital. It is expected to accommodate significant growth in homes and jobs, as illustrated in Figure 1.2. This will be supported by a two station extension of the Northern line from Kennington to Battersea via Nine Elms and a range of additional transport improvements.
- 1.1.2 Transport for London (TfL) is seeking powers to build and operate the Northern Line Extension (NLE) to Battersea under the Transport and Works Act 1992 (the TWA). Orders under the TWA can authorise railway schemes like the NLE in England and Wales. In England, applications for TWA Orders (TWAOs) are made to the relevant Secretary for State by the promoters of the scheme. The purpose of this procedure is to allow the Secretary of State to come to an informed view on whether it is in the public interest to grant the TWAO.
- 1.1.3 The TWAO includes a request for a Planning Direction for deemed planning permission for all works set out in Schedule 1 of the draft Order. Some details, such as the scale and appearance of the stations and landscape works are 'reserved' for subsequent approval by the planning authorities by relevant planning conditions set out in the Order.
- 1.1.4 The Design and Access Statement (DAS) helps to demonstrate that the project will be delivered consistently, and in accordance with the design principles set out therein, so that the design quality of the overall project can be assured

and that in all cases care has been taken to ensure that the Environmental Impact Assessment has assessed the consequences of the scheme.

- 1.1.5 It does this by explaining and justifying the design proposals, setting out how the design has been developed and, importantly, the principles that will be used to develop the design further. In particular, the design principles will be used to guide the design details that are proposed to be reserved by planning condition, such as landscape schemes and the external appearance of some above ground structures. Whilst to help further articulate the scheme, the DAS includes a range of illustrative material to help articulate what may be built, noting that the precise details may vary in the details submitted pursuant a the relevant planning condition.
- 1.1.6 This document also explains the functional and operational needs and the design rationale underpinning the proposed location, layout and design for the two stations at Battersea and Nine Elms and the two permanent intervention and ventilation shafts at Kennington Green and Kennington Park. It also sets out how the designs have been developed by an understanding of relevant planning policies and local site context, and how they have been informed by stakeholder and public engagement throughout the design development process.
- 1.1.7 This document focuses on the permanent above ground elements with reference to below ground structures for context. Development is expected around and directly adjacent to both stations and the approach to these interim states is set out in the relevant component in Section 3 of this document.

Figure 1.1 Aerial View of the Vauxhall Nine Elms Battersea Opportunity Area



Figure 1.2 Visualisation of the Transformed Vauxhall Nine Elms Battersea Opportunity Area

This image is supplied courtesy of CGMA and Foster + Partners



## 1.2 Northern Line Extension Overview

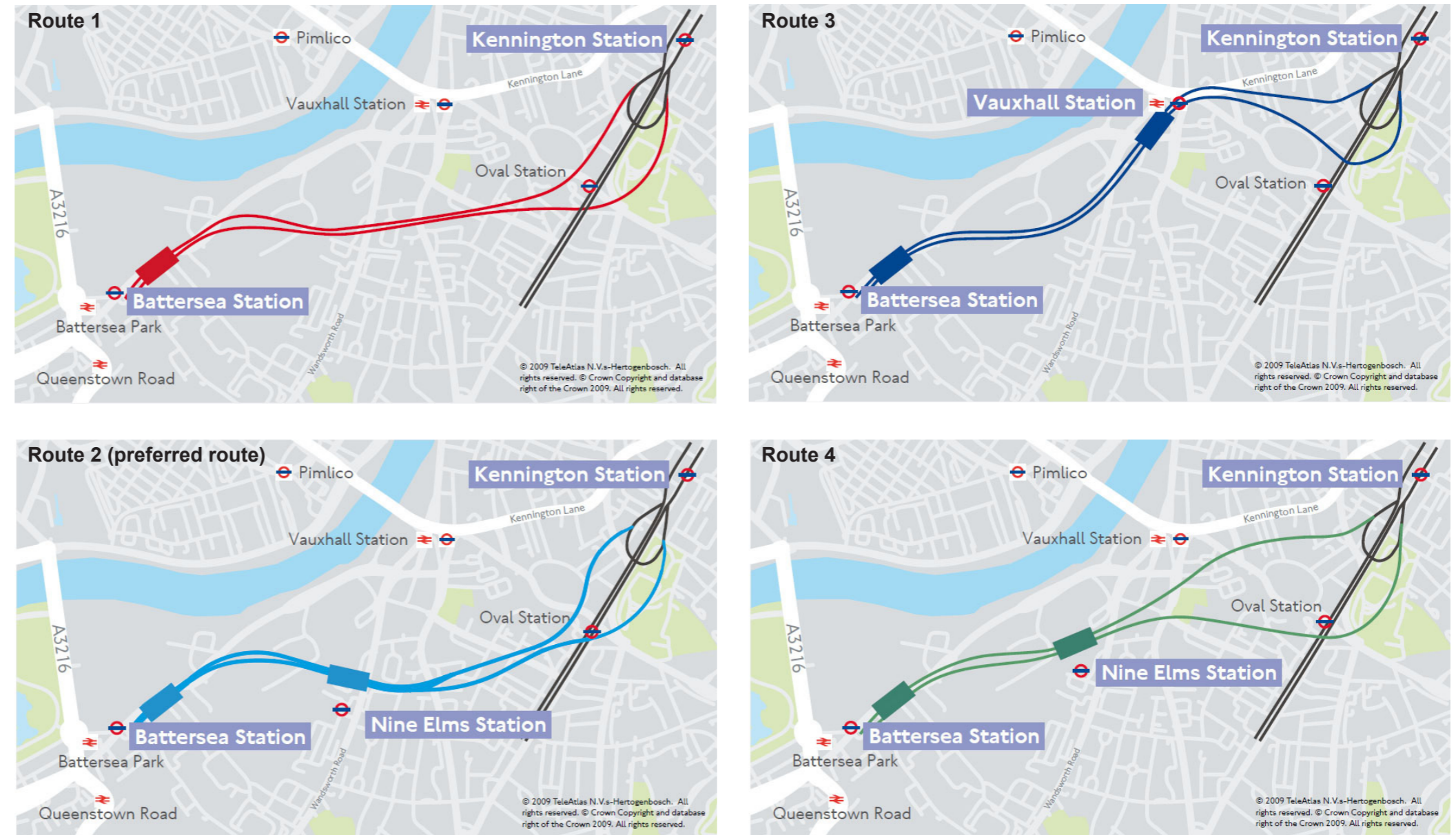
1.2.1 The proposals presented in this document sit within the context of the VNEB Opportunity Area Planning Framework (OAPF), formally adopted by the Mayor of London in March 2012. The OAPF was prepared by the Greater London Authority (GLA) in partnership with the London boroughs (LB) of Lambeth and Wandsworth, the London Development Agency, TfL and English Heritage.

1.2.2 As part of the process of informing the OAPF, the GLA and TfL undertook the VNEB Transport Study in conjunction with key stakeholders. This study considered transport packages for the different development scenarios. It concluded that for the highest level of development (which was subsequently adopted by the Mayor), a Northern line extension was the only option capable of providing sufficient capacity to meet demand to support and enable the development of the wider Opportunity Area (OA).

1.2.3 A number of options between Kennington and Battersea Power Station were developed as shown in Figure 1.3 (above):

- **Route 1:** with no intermediate station;
- **Route 2:** via a new station at Nine Elms on Wandsworth Road;
- **Route 3:** via the existing station at Vauxhall;
- **Route 4:** via a new station at Nine Elms north of the railway viaduct.

Figure 1.3 NLE Route Options



1.2.4 Following public and stakeholder consultation in 2010 and 2011 and further feasibility work, Route 2 was selected as the preferred route alignment and has subsequently been endorsed by LB Lambeth & LB Wandsworth (see Section 2.6 for further details).

1.2.5 This route was considered to have a number of benefits. It would serve the areas of the Opportunity Area which currently experiences the lowest levels of access to public transport. In addition, a station in the Nine Elms area would bring benefits to the existing communities and may relieve congestion at Vauxhall station. Further detail is provided in Chapter 3: Options and Alternatives in Volume 1 of the Environmental Statement.

## 1.3 Project Aims

- 1.3.1 The aims of the NLE Project are set out in the Concise Statement of Aims, a summary of which is set out below.
- 1.3.2 The primary aim of the NLE is to encourage economic growth in London and the wider UK economy by facilitating the sustainable regeneration and development of the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area. This includes the creation of a major

new sustainable residential, business and leisure district in London's Central Activities Zone.

1.3.3 Pursuant to the London Plan (2011) the VNEB area is designated as an Opportunity Area and its Planning Framework (the VNEB OAPF) sets out its potential to enable 16,000 new homes and 20-25,000 new jobs to be delivered. This level of development cannot happen sustainably without the appropriate transport infrastructure to catalyse and support economic growth of this scale.

1.3.4 The NLE will achieve this primary aim by providing two new stations to improve access to the London Underground network in an area which is in part characterised by poor access to public transport, thereby benefiting both new and existing residential and business communities. The VNEB OA is currently poorly served in terms of public transport accessibility, as evidenced by its Public Transport Accessibility Levels (PTALs) which indicate the relative density of the public transport network at a given location. While most of central London achieves a PTAL of 6 (on a six-point scale), the central and western sections of VNEB have PTALs of 1 and 2, with Level 6 only at the eastern end around Vauxhall.

1.3.5 The primary aim of the NLE is consistent with a number of objectives set out in the National Planning Policy Framework (2012), the London Plan, the VNEB OAPF (2012) and borough planning policies.

1.3.6 In particular, the NLE is intended to meet a number of the goals for transport in London set out in the Mayor's Transport Strategy (2010) (MTS). The MTS sets six goals; while the sixth is specific to the 2012 Games, the others are relevant as secondary aims of the NLE. Those goals are enumerated below and each is followed by information on how the NLE will achieve them:

#### **1. Support economic development and population growth**

By enabling the sustainable regeneration and development of the VNEB OA, the NLE will catalyse the creation of 16,000 new homes and 20-25,000 new jobs. In addition, it will enhance access to employment for local people in the surrounding area and integrate the VNEB OA with the remainder of central London.

#### **2. Enhance the quality of life for all Londoners**

As part of a wider package of transport and urban realm improvements, the NLE will bring economic and accessibility benefits to a wide area, including the existing and new communities around Nine Elms station.

#### **3. Improve the safety and security of all Londoners**

The Underground is a safe and secure transport mode whilst stations provide safe and attractive meeting points: the new stations at Battersea and Nine Elms will be modern, well-designed landmarks which will be integrated with high quality urban realm, benefiting new and existing communities in the area.

#### **4. Improve transport opportunities for all Londoners**

The NLE will transform accessibility across the VNEB OA and deliver standards available elsewhere in central London, assisting and complementing London's transport network. Both new stations will be step-free from street to train and will significantly enhance transport accessibility to all by creating new high quality access points to the Underground network.

#### **5. Reduce transport's contribution to climate change and improve its resilience**

The Underground is a sustainable transport mode and the NLE will be constructed to the most up-to-date design and environmental standards. The NLE will contribute to making the area more typical of central London in terms of providing alternatives to car travel.

### **1.4 Summary of the NLE Scheme**

1.4.1 The NLE works comprise the construction of an underground railway to form an extension of the Northern line (Charing Cross branch) from Kennington to Battersea. It will diverge from the existing railway south of Kennington station from a section of track used by terminating trains (known as the Kennington Loop) and will comprise the following:

- Railway approximately 3,150 metres long northbound and approximately 3,250 metres long southbound including overrun / stabling tunnels west of the terminus at Battersea, a crossover east of the terminus and junctions serving each of the tunnels

to link with the existing railway at the Kennington Loop;

- A terminus at Battersea between Battersea Park Road and Battersea Power Station (BPS) and an intermediate station at Nine Elms west of Wandsworth Road and north of Pascal Street, both providing step-free access from trains to street level;
- Intervention and ventilation shafts with head houses at Kennington Green and Kennington Park to provide emergency access, tunnel ventilation and smoke control; and
- Ancillary and mitigation works within the limits of deviation including (but not limited to) providing power supply, additional cross passages at platform level at Kennington station and works related to highways, footways and utilities.

1.4.2 The NLE works also include:

- Accommodation works for affected landowners / occupiers including (but not limited to):
  - temporary facilities for Battersea Dogs and Cats Home and Covent Garden Market Authority;
  - temporary and permanent facilities for occupiers of the park lodge at Kennington Park; and
  - the installation of a water tank for the benefit of the Beefeater Gin Distillery.
- Temporary works including worksites at the locations of the proposed stations and shafts / head houses, temporary shafts at Radcot Street and Harmsworth Street and a temporary conveyor and associated alterations to the jetty at BPS to facilitate the transfer of material onto barges.

1.4.3 In addition, two temporary shafts may be required at Radcot Street and Harmsworth Street, subject to the selected construction method. Further detail on the temporary shafts is provided in the Environmental Statement which supports this TWAO application.

1.4.4 Subject to the necessary approvals, it is anticipated that the NLE will be operational in 2020.

1.5 **Structure of this Document**

1.5.1 This remainder of this document is structured as follows:

- **Section 2:** appraises the context of the application sites in terms of planning policy, site context, design guidance and stakeholder consultation.
- **Section 3:** sets out the requirements for Battersea and Nine Elms stations. It explains the development of the designs and describes the proposed development.
- **Section 4:** sets out the requirements for Kennington Green and Kennington Park intervention and ventilation shafts. It describes the development of the designs and the proposed developments.
- **Section 5:** details the access and movement strategy for the stations.
- **Section 6:** sets out the design principles for the over site development (OSD) at Nine Elms station and illustrates the form this development may take.
- **Appendix - Heritage Statement:** sets out the relevant planning policy and guidance, assesses the potential impacts on heritage at two of the NLE worksites, Kennington Park and Kennington Green, which are both in the setting of designated heritage assets.

Figure 1.4 Proposed NLE Route

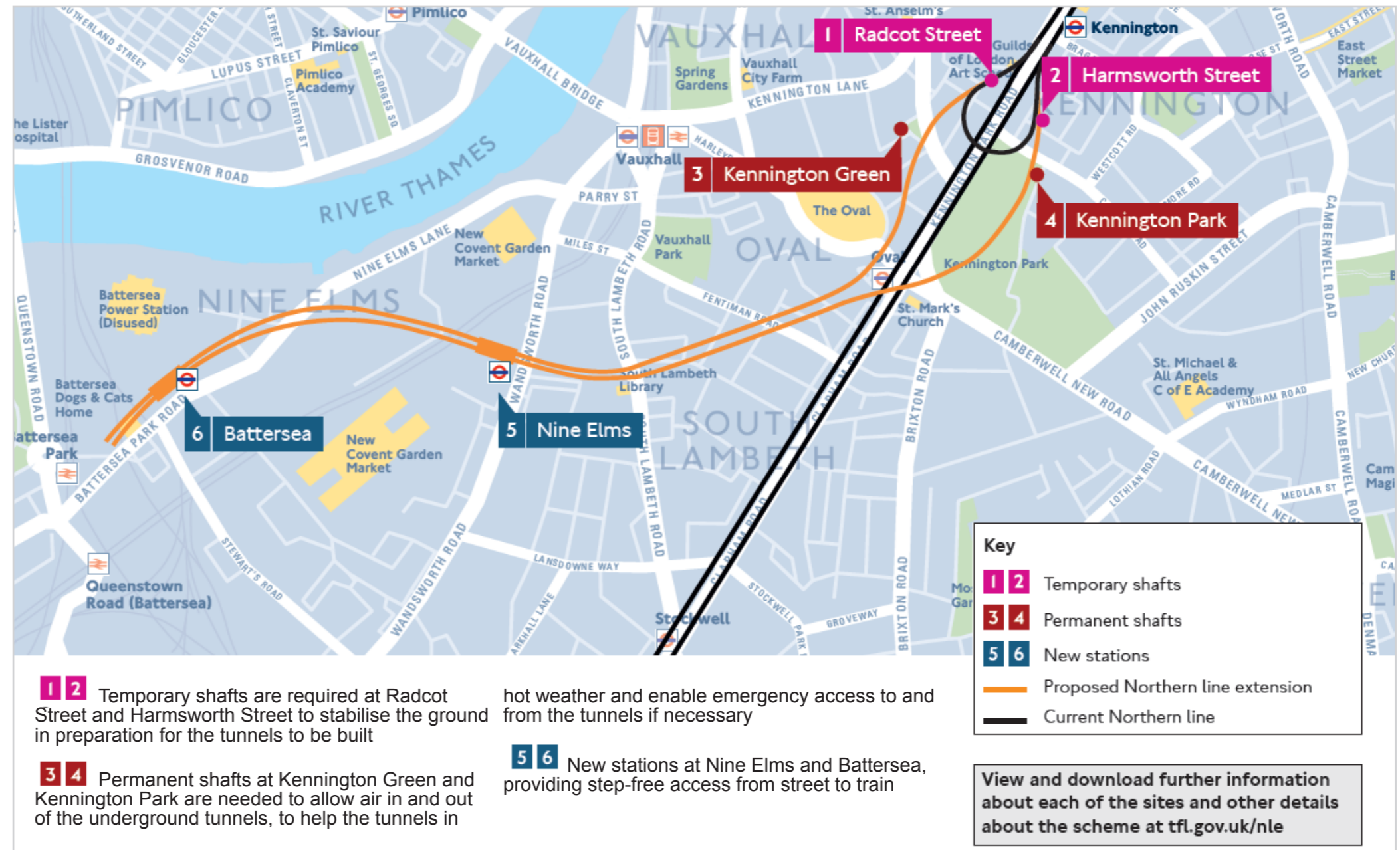


Figure 1.5 Overview of the Proposed NLE Route



## **2.0 Context Appraisal**

**2.1 Introduction**

**2.2 Strategic Planning Policy**

**2.3 Local Planning Policy**

**2.4 Site Context**

**2.5 Design Guidance**

**2.6 Stakeholder Consultation**



## 2.1 Introduction

- 2.1.1 The western part of the NLE route, including the two new stations, is located within the VNEB Opportunity Area (OA). This area, which has been identified as having significant potential for growth by a range of regional and local planning policies, is already undergoing a major transformation.
- 2.1.2 The proposed Underground station at Battersea is located within LB Wandsworth, whilst Nine Elms station is within LB Lambeth. In addition the two proposed permanent shafts are within LB Lambeth, one in Kennington Park and the other by Kennington Green, as shown in Figure 2.1. The temporary construction shafts, which are not covered in this report, are located on either side of the Kennington Loop in LB Lambeth (Radcot Street) and LB Southwark (Harmsworth Street).
- 2.1.3 This scheme is consistent with, and supported by, all levels of planning policy from the national to local level. An overview of these documents, with a particular focus on relevant design and access policies, is set out in this section.
- 2.1.4 This section also sets out the current context for the sites and the changes which are already beginning to transform the OA into a vibrant new part of the city.

## 2.2 Strategic Planning Policy

- 2.2.1 The strategic policy framework for the NLE comprises the following:
- National Planning Policy Framework (March 2012)**
- 2.2.2 The National Planning Policy Framework (NPPF) sets the overarching framework for the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. The NPPF is based on a presumption in favour of sustainable development requiring development proposals that accord with the development plan to be approved without delay.
- 2.2.3 The NPPF states that “*planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system*” (para 19). It also provides a strong positive framework for major planned infrastructure investments which facilitate growth in designated regeneration areas like VNEB, reinforced by the Chancellor’s announcement in his Autumn Statement (2012).
- London Plan (July 2011)**
- 2.2.4 The London Plan provides regional guidance which recognises the capital’s very distinctive strategic needs and seeks to promote sustainable development which can meet “*the challenges of economic and population growth*.” The NLE is directly supported by Policy 6.2.

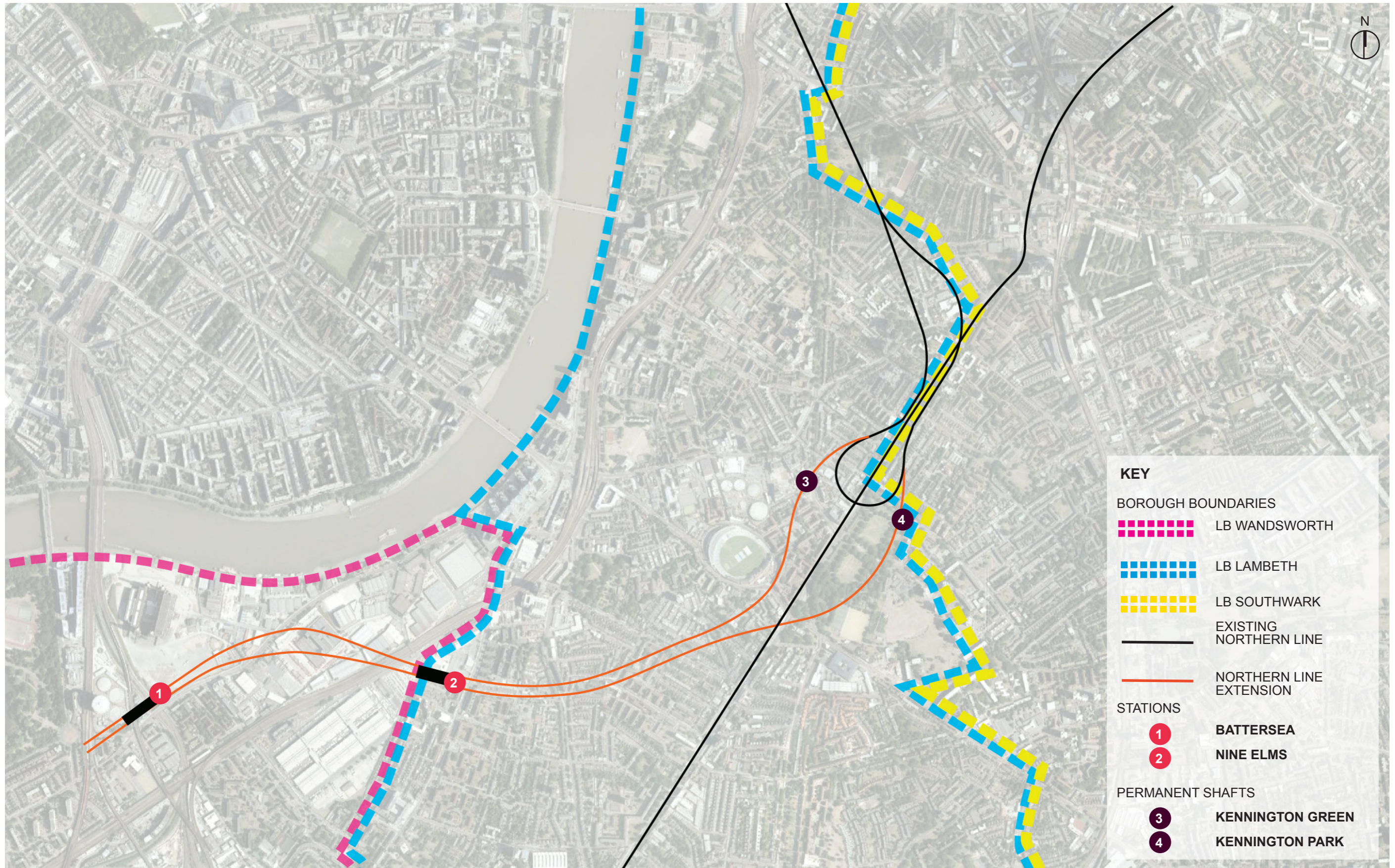
- 2.2.5 The London Plan also sets out policies for new development with which the proposed designs of the NLE stations and head houses are consistent. Therefore, the designs seek to:
- Be accessible and inclusive (Policy 7.2);
  - Be safe and secure (Policy 7.3);
  - Have regard to the area’s local character (Policy 7.4);
  - Incorporate the highest quality design in its public realm and architecture (Policies 7.5 and 7.6); and
  - Enhance heritage assets (Policy 7.8)
- 2.2.6 The VNEB OA is identified in the London Plan as being capable of accommodating significant intensification of housing and commercial capacity, but only if significant investment in transport infrastructure is secured.
- Mayor’s Transport Strategy (May 2010)**
- 2.2.7 The Mayor’s Transport Strategy (MTS) focuses on the need to increase transport accessibility in order to help deliver regeneration priorities. It identifies the NLE under Proposal 22 as “*a privately funded extension of the Northern line to Battersea to support regeneration of the Vauxhall/Nine Elms/Battersea area*.” The current proposals match this criterion and will be privately funded while being publically financed.
- 2.2.8 The Strategy also sets out the Mayor’s Better Streets initiative for making improvements to London’s streets and spaces – including station buildings and forecourts – by balancing the needs of different users, using good quality

sustainable materials with high levels of craftsmanship and ensuring design reflects local character.

### Vauxhall Nine Elms Opportunity Area Planning Framework

- 2.2.9 The VNEB OAPF was adopted in March 2012 and was informed by a range of detailed technical studies including the VNEB Transport Study (December 2010). It guides the comprehensive regeneration of the area in order to achieve its potential for 16,000 new homes and 20,000-25,000 new jobs. The vision is for “*a new London quarter for the benefit of the whole community*” and that, by 2030, the area will be “*an exemplar and distinctive quarter of central London*”.
- 2.2.10 A key principle behind the ambitious vision for the OA is to deliver a ‘step change in public transport’, including the two-station extension of the Northern line from Kennington to Battersea Power Station with an intermediate station at Nine Elms. The OAPF provides a framework for development and seeks to deliver two growth areas for high density residential and commercial development at Battersea Power Station and Vauxhall, with housing-led mixed use intensification at Nine Elms and Albert Embankment.

Fig 2.1 Aerial View with Route Alignment, Stations and Permanent Shaft Site (Indicative)



2.2.11 To reflect the changing direction of VNEB, the OAPF sets out a comprehensive public realm strategy with a number of key principles which the NLE supports:

- Improving access to facilities and opportunities within VNEB for communities south of the OA;
- Delivering good quality public realm on its own sites whilst also contributing to the overall public realm strategy for the wider area; and
- Ensuring that the public realm strategy links important community facilities and places of interest to public transport and other social infrastructure.

2.2.12 The public realm strategy comprises five main interventions - an improved river walk; strategic links to the river; a new linear park; road environment improvements and a new pedestrian/cycle bridge. The designs of the public realm around both NLE stations at Battersea and Nine Elms promote or enable these in a number of ways by:

- Enhancing pedestrian and cycle connections to the river walk;
- Enhancing pedestrian and cycle connections to Nine Elms Lane as the main route through the OA (which becomes Battersea Park Road to the west towards Battersea Power Station); and
- Enhancing pedestrian and cycle connections to the new pedestrian/cycle bridge from Nine Elms station.

## 2.3 Local Planning Policy

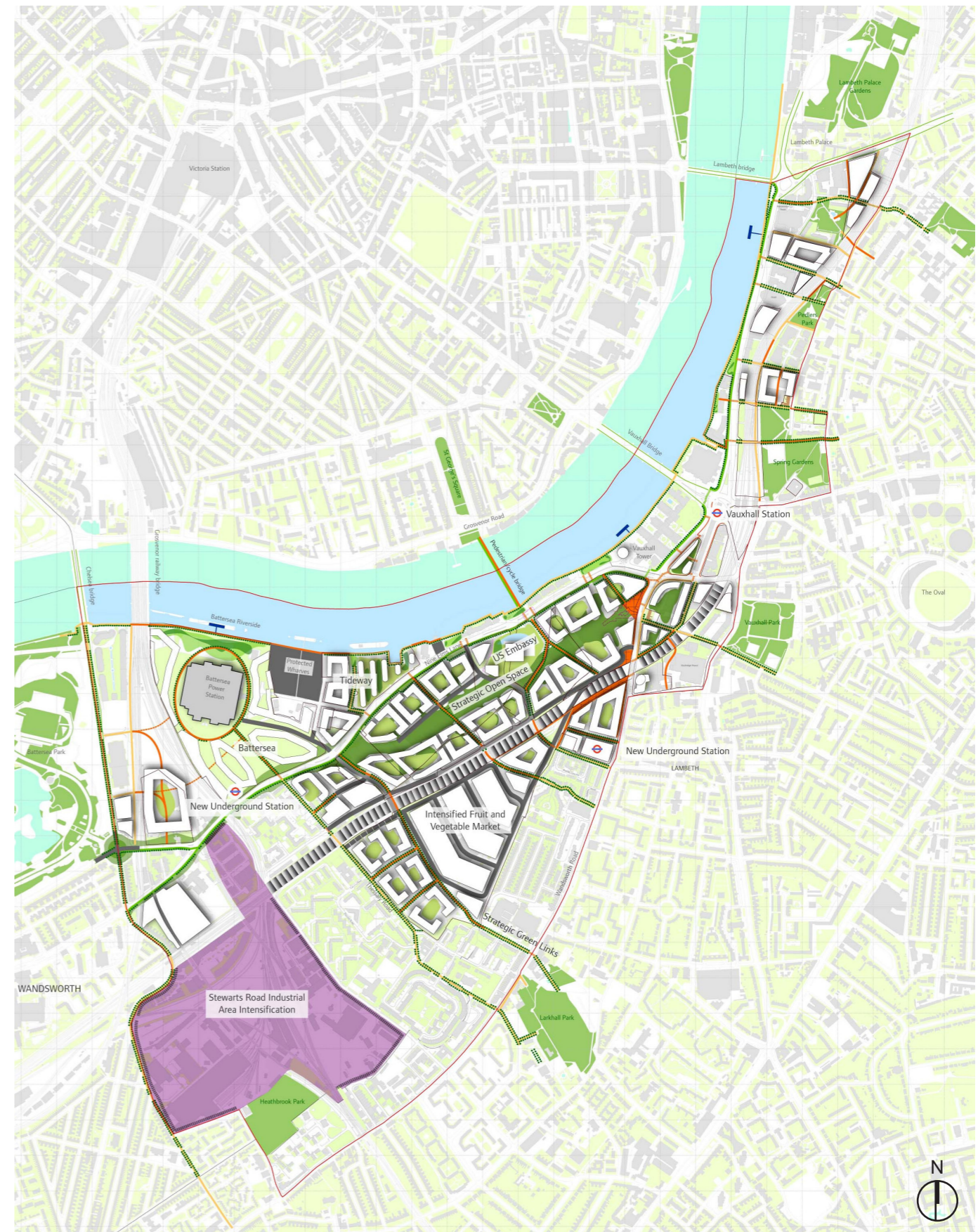
2.3.1 As stated in 2.1.2 above the proposed scheme and key elements are spread across two main local authority areas, LB Wandsworth and LB Lambeth. Both authorities have adopted local development frameworks/LDF's which guide development in the boroughs.

2.3.2 In addition to this a small part of the NLE scheme sits within LB Southwark, notably the proposed temporary shaft on Harmsworth Street as well as Kennington station where modifications are proposed below ground within the current station.

### Lambeth Core Strategy (2011)

2.3.3 LB Lambeth's Core Strategy was adopted in January 2011 and its spatial approach focuses growth and development within Vauxhall, linked to Battersea/Nine Elms, supported by an increase in public transport capacity. Both Policy S1 and Policy S3 seek to encourage and support sustainable development and economic regeneration in the OA.

Figure 2.2 Illustrative VNEB Masterplan



2.3.4 Policy S9 identifies the Council's requirements for the highest quality design for new buildings and the public realm. It also specifies the need for development to improve the quality of the public realm to ensure that *"it supports regeneration objectives, is child-friendly, incorporates ecological features making the most of opportunities to promote biodiversity, encourages physical activity, is accessible for people with disabilities, supports sustainable travel and includes safe and attractive pedestrian and cycle routes within and through neighbourhoods, linked to green spaces and public transport nodes and interchanges."*

2.3.5 The permanent shafts located in Oval ward are covered by Policy PN7. Amongst other objectives, this policy aims to support and enhance the heritage quality and attributes of the conservation area and Kennington Park, as well as improving traffic and environmental conditions for pedestrians. These are all objectives which both head houses, and the community building proposed at Kennington Park, are designed to support.

#### Lambeth Draft Local Plan (2013)

2.3.6 The Draft Local Plan notes that the VNEB Opportunity Area presents *"the most significant potential for commercial development and jobs growth in the borough, alongside their potential to provide new housing"* (Para 2.62), whilst recognising the importance of improvements to the public transport capacity in the area.

2.3.7 The draft plan states that the OAPF promotes the *"optimum level of development for the area"*, including:

- A step change in public transport provision including the NLE from Kennington to Battersea Power station with an intermediate station at Nine Elms, supported by a comprehensive package of rail, bus, cycling, pedestrian and highway improvements (para 11.6).

2.3.8 Policy T4 of the Draft Local Plan makes specific reference to the extension of the Northern line from Kennington to Battersea, which LB Lambeth considers will contribute to better connectivity, quality and capacity in public transport.

#### Vauxhall Area Supplementary Planning Document (2013)

2.3.9 This Supplementary Planning Document was adopted by LB Lambeth in January 2013 and provides further detailed guidance for the Vauxhall area.

2.3.10 The proposed location of Nine Elms station is identified within the 'Pascal Place' character area. The design for Nine Elms station itself conforms to the SPD's objectives for development in this area by:

- Providing active frontage to Pascal Street;
- Promoting a walking/cycling route along Pascal Street towards the open space at the river; and
- Promoting transport interchange.

#### Wandsworth Core Strategy (2010)

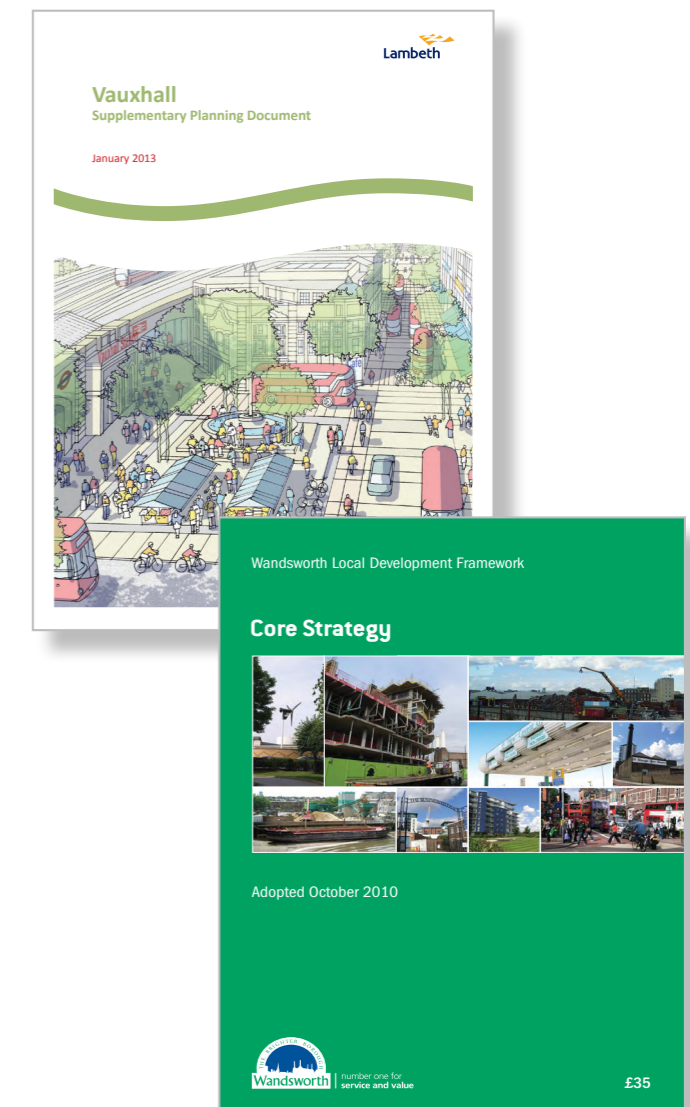
2.3.11 Wandsworth's Core Strategy (October 2010) focuses on a number of key areas within the borough, with a specific focus on Nine Elms and Battersea.

2.3.12 The Core Strategy includes a specific policy on Nine Elms and the adjoining area in north-east Battersea (Policy PL11) which promotes high density, mixed use development around the Power Station, riverside and Vauxhall with improved public transport provision.

2.3.13 There are also specific policies on promoting sustainable development which encourage walking, cycling and public transport (Policy IS1) and promoting good quality design (Policy IS3). In terms of design, the NLE stations will meet the key policy objectives that aim to *'meet the needs of people, be visually attractive, safe, accessible to all, sustainable, functional, adaptable, durable, inclusive, and while having their own distinctive identity maintain and reinforce local character.'*

2.3.14 The Core Strategy is supported by the council's Development Management Policies Document (DMPD) and Site Specific Allocations Document (SSAD) adopted in February 2012. The DMPD includes Policy DMTS1 Town Centre Development which supports town centre uses and potential Central Activity Zone (CAZ) frontages within Nine Elms, whilst the SSAD supports the NLE and improvements to north/south linkages through the railway viaduct.

Fig 2.3 Vauxhall Area SPD (top) and Wandsworth Core Strategy (bottom)



## Southwark

- 2.3.15 LB Southwark's Kennington Park Road Conservation Area and listed buildings therein border the proposed head house and community buildings at Kennington Park. Kennington Station, from which the Northern Line extension will spring, straddles LB Southwark's boundary with LB Lambeth but the two boroughs have agreed that LB Southwark will be the planning authority for the consideration of the application.
- 2.3.16 LB Southwark's Core Strategy, adopted in April 2011, supports sustainable development and sustainable transport. LB Southwark is supportive of the scheme and as part of its wider work with the London boroughs, TfL is working with LB Southwark to progress the scheme.
- 2.3.17 In view of the alignment of the NLE with the policies set out above, TfL is working with all three authorities in relation to the scheme and, in particular, details of the above ground works. LB Lambeth and LB Wandsworth formally supported the NLE project at committee on the 4<sup>th</sup> March 2013.

## 2.4 Site Context

- 2.4.1 This section establishes the context for the two proposed station sites and the two permanent intervention and ventilation shafts.

### Built environment

- 2.4.2 The Nine Elms and Battersea area is changing. At present, the area is dominated by the disused Grade II\* listed Battersea Power Station in the west. Other uses such as industrial uses, working wharves, rail and road infrastructure, offices and residential properties are also present. Formerly a largely industrial area, the area is in the process of structural and physical change with large swathes already cleared for new residential and mixed uses. New developments are rising out of the cleared sites including the 50-storey Vauxhall Tower and the first phase of development at Riverlight. Work has also commenced on the Embassy Gardens site and the new United States Embassy.
- 2.4.3 The Kennington area, where the permanent shafts are proposed, is more mixed in character. The Oval cricket ground dominates this area and is surrounded by light industrial and commercial properties, a mix of Georgian and Victorian homes and the large 1930s Kennington Park Estate, and public open space at the Grade II Registered Kennington Park.

## Wider movement framework

- 2.4.4 The wider area is served by parts of the TfL Road Network (TLRN) and local borough roads, with the main east-west route through the opportunity area (OA) being the A3205 Nine Elms Lane/ Battersea Park Road.
- 2.4.5 Two National Rail stations directly serve the VNEB OA – Vauxhall and Battersea Park. Vauxhall underground station is the only underground station within the OA at present. In addition the area is served by a wide range of bus routes, many of which pass through Vauxhall Interchange. In general, levels of accessibility to public transport are much lower in the southern/south west part of the OA than those to the north east around Vauxhall.
- 2.4.6 There are designated walking and cycling routes, the latter broadly following the strategic highway routes and the river. However, the pedestrian and cycling connections within the OA are in poor condition and are fragmented due to the road and rail infrastructure, and are also influenced by the historic industrial nature of area.

### Surrounding developments and initiatives

- 2.4.7 The NLE is proposed to support the significant growth planned in the area, with the two new stations serving a number of major new developments. Developments on a number of the main sites are underway while many of the remaining sites have been granted planning permission but have not yet reached delivery stage.

- 2.4.8 Whilst the NLE is intended to support the sustainable regeneration of the wider area, the Battersea Power Station (BPS) project is anticipated to help shape the VNEB OA by providing a major new town centre the area needs. The project will see the refurbishment of the Grade II\* listed Battersea Power Station and surrounding land with a mixed use development including approximately 3,500 homes.
- 2.4.9 Approval of reserved matters for Phase 1 of the BPS project were granted on 13th December 2012 and includes 800 new homes.
- 2.4.10 Detailed planning permission for the new US Embassy (Figure 2.4) has been granted and work has commenced on the site. The embassy will be surrounded by a mixed use residential led development, Embassy Gardens. Riverlight and St. George's Wharf, both predominantly residential schemes on the waterfront, are also currently under construction.
- 2.4.11 Other major approved applications in the area which will be supported by the NLE include:
- New Covent Garden Market;
  - Sainsbury's Nine Elms.
  - Vauxhall Island site;
  - Vauxhall Square;
  - One Nine Elms;
  - Nine Elms Parkside (Royal Mail Group);
  - Vauxhall Sky Gardens; and
  - Marco Polo House.

## 2.5 Design Guidance

- 2.5.1 There are three main sets of guidance relevant to the NLE scheme: national and local planning policies; national design guidance; and TfL London Underground (LU) guidance on the design of stations. National and local planning policies have been discussed above in Sections 2.2 and 2.3.
- 2.5.2 The Government's 'Safer Places' and 'By Design' are considered to be the most relevant of the current guidance to the NLE. Other documents which are of relevance here include RIBA's 'Design for Accessibility' and English Partnership's 'Urban Design Compendium'.
- 2.5.3 LU guidance for the NLE includes 'World Class Stations' (2006) and the Good Practice Guide for 'Station Planning Standards & Guidelines' (2012).
- 2.5.4 Other relevant documents which have informed the designs of the stations include: 'Security in the Design of Stations' (SIDOS) Guide published in 2012 by the Transport Security and Contingencies Directorate, the Centre for the Protection of National Infrastructure and the British Transport Police; the Department for Transport and British Transport Police's 'Secure Stations' Scheme; and the Home Office's 'Crowded Places' initiative.

- 2.5.5 Guidance for development in areas with heritage assets - such as the sites of the permanent shafts at Kennington Park and Kennington Green - include a number of English Heritage documents such as 'Understanding Place', 'The Setting of Heritage Assets' and 'Guidance on the Management of Conservation Areas.'
- 2.5.6 This DAS is supported by a Heritage Statement which can be found in the Appendix.

Figure 2.4 Battersea Power Station redevelopment (top) and new US Embassy (bottom)



## 2.6 Stakeholder Consultation

### Overview

- 2.6.1 The NLE proposals represent the culmination of extensive design development, consultation and engagement with a wide range of stakeholders, including the local community. In addition, since 2009 a range of consultation and engagement activities have been undertaken to shape and inform the final proposals for the NLE. These have informed overarching policy, planning and growth strategies as well as more specific consultations to inform the route and design of the scheme.
- 2.6.2 Consultations in the summers of 2010 and 2011 asked for feedback on four proposed routes for the NLE and the locations of permanent shafts. Leaflets were sent to over 40,000 households and businesses along the proposed route with an invitation to complete paper or online questionnaires. Alongside this, public exhibitions and meetings were held for local residents, businesses and community groups.
- 2.6.3 In the autumn of 2011, 2,500 households and businesses were asked for their preferences on the proposed locations for temporary shafts in the Kennington area. Meetings were held with residents and community groups close to the potential sites.

- 2.6.4 In the autumn of 2012, consultation was undertaken on proposals for the full NLE scheme including the proposed route, the station locations and design, the key work sites required to build the scheme and indicative designs for the head house at Kennington Park and the reinstatement of Kennington Green. Leaflets were sent to over 40,000 households and businesses along the proposed route with an invitation to complete paper or online questionnaires. Alongside this, public exhibitions and meetings were held for local residents, businesses and community groups.
- 2.6.5 From October 2012 to April 2013, local residents were further engaged through a number of events to assist in the development of designs for the head house at Kennington Park and the reinstatement of Kennington Green once work to build the shaft and head house has been completed. Further detail is provided in Chapter 4 of this DAS.
- 2.6.6 An overview of all consultation undertaken to inform the final proposals for the NLE is available in the Report on Consultation which supports this TWAO application.

### The preferred route

- 2.6.7 The majority of respondents (61%) to the summer 2011 consultation on the route options stated their preferred route was from Kennington to Battersea, with new stations at Nine Elms and Battersea Power Station.

## Preferred permanent shaft locations

- 2.6.8 The summer 2011 consultation on the permanent shaft locations asked respondents to indicate their preferences for the location of the permanent ventilation shafts and head houses at Kennington Green and Kennington Park and a third shaft midway along the route at Claylands Road. Following feedback from consultation, TfL led the development of a new design and operational structure which enabled the third shaft to be removed.

## Design features for the head house at Kennington Park and the reinstatement of Kennington Green

- 2.6.9 In 2012, meetings with local residents, resident associations, LB Lambeth Park and conservation design officers informed indicative design options for the head house at Kennington Park and the restoration of Kennington Green. The autumn 2012 NLE consultation asked for feedback on these options and this, together with further meetings with residents and community groups in early 2013, informed the preferred designs included in this DAS.

Figure 2.5 NLE 2011 Consultation Leaflet & Questionnaire

