

5.0 Access and Movement

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5.1 Introduction

5.1.1 This section sets out the access strategies for each site to ensure that all users will have equal and convenient access to buildings and spaces.

5.2 Common Principles for the Stations

5.2.1 There are a number of common principles which underpin the access and movement strategies for both stations. Site specific details for each station are set out separately under Sections 5.3 and 5.4.

Overarching movement strategy

5.2.2 Both stations need to be easily and fully accessible by foot, bicycle or public transport. Their designs must take account of existing and future routes through the area, wayfinding and desire lines that are likely to develop as the area matures.

Pedestrian and cycle connections

5.2.3 Underground stations inherently generate high footfall; most passengers will walk to the station, either for the entire journey, or via another mode of transport. The design of the landscape around the stations will therefore need to be highly accessible by foot or bicycle and well connected to the surrounding area. Clear signage is an essential component of this. Both pedestrian and cycle movements will need to complement and to conform to the wider BPS master plan and VNEB landscape strategy.

5.2.4 The Mayor's Vision for Cycling in London was published in March 2013. This aims to broaden the appeal of cycling in London, setting a city-wide target of a five percent mode share for cycling by 2026.

5.2.5 A lack of secure cycle parking and storage facilities is a barrier to cycling. The new stations provide an opportunity to address these concerns and contribute towards meeting the cycling mode share target. TfL will provide cycle parking at ground level at both stations that will be safe, secure and convenient.

Wayfinding and signage

5.2.6 TfL supports a legible and navigable public realm via Legible London. This is a pedestrian information system that provides consistent detailed wayfinding information via maps, fingerposts and signs - an example is shown in Figure 5.1.

5.2.7 Legible London is designed to be deployed across the entire city and used in conjunction with other transport modes. This allows passengers leaving the Tube, for instance, to easily identify the most direct and/or convenient route to their destination. It is envisaged that Legible London signage would be integrated into the vicinity of the stations, as well as surrounding footways. Additionally, both stations will have the standard London Underground wall mounted local area map to guide passengers to continue their journeys on foot. Wayfinding signs should be carefully positioned to minimise visual and physical intrusion into the streetscape, in line with Legible London best practice.

Servicing and maintenance access

5.2.8 Waste, servicing and maintenance access will be undertaken at street level via the station cores. Provision for plant replacement will also be at street level with on-site or on-street parking for maintenance vehicles.

Emergency access

5.2.9 Stations will include primary and secondary intervention points in the event of an emergency and must include a designated fire fighting lift at street level.

Inclusive access

5.2.10 Both stations are designed in accordance with the Equalities Act and are designed to provide inclusive access. Level access will be provided from the train to the street, Wide aisle gates will provide easier access for wheelchair users, assistance dog owners, buggies and passengers with luggage. Visual aids will be used to assist in wayfinding for those who are visually impaired.

Safety and security

5.2.11 Safety and security for the stations will be guided by a range of documents including the 'Secure Stations Scheme' and 'Security in Design of Stations Guide' (SIDOS) issued by the Department for Transport and the British Transport Police and LU guidance. The design of the public realm is informed by the ACPO's 'Secure By Design' and the Home Office's 'Safer Places'.

5.2.12 All station entrances will be clearly marked and visible from the surrounding area and will be well lit. Opportunities for natural surveillance will be provided by adjoining land uses and a relatively high level of pedestrian and bicycle traffic through the area.

5.2.13 Inside the stations, station operation rooms (SORs) will be located in positions that ensure a clear view of the ticket hall areas. CCTV will be in use at both stations.

Figure 5.1 Precedent Image - Legible London Wayfinding



5.3 Nine Elms Station

Station entrance

5.3.1 Nine Elms station will have two entrances just off Wandsworth Road; one entrance at its junction with Pascal Street, and the other on the southern side of the new internal street proposed as part of the Sainsbury's redevelopment scheme. This is illustrated in Figure 5.2.

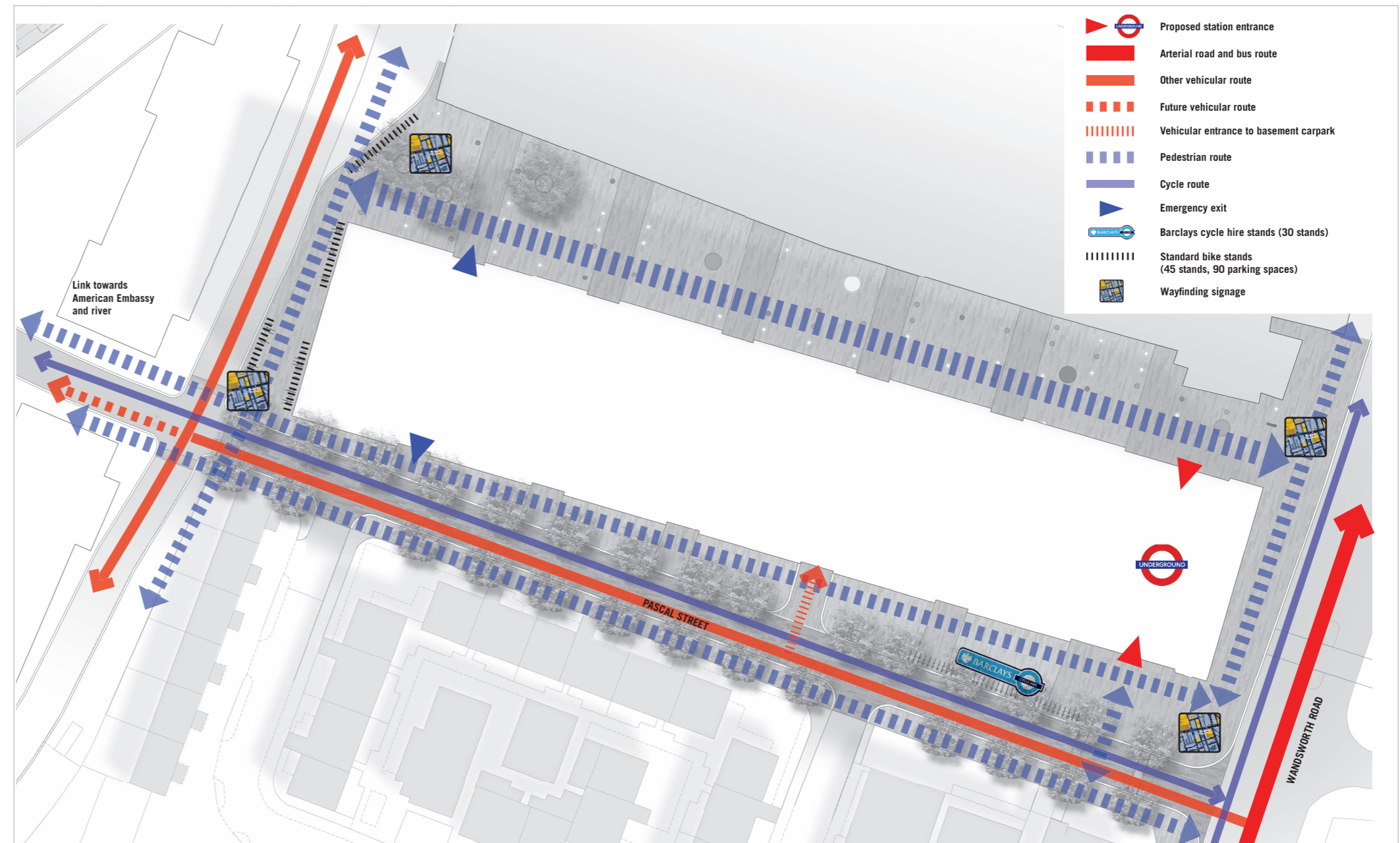
5.3.2 The Pascal Street entrance will be highly visible from Wandsworth Road to the south of the station and from Pascal Street itself. The northern entrance will be clearly visible from the pedestrian street within the Sainsbury's scheme and also from Wandsworth Road to the north.

5.3.3 Both entrances will have level access from the street leading to the step-free access down to the platform level.

Pedestrian and cycle connections

5.3.4 Pedestrian access to the station will be via Wandsworth Road, Pascal Street and the new internal street to the north. There will also be a new pedestrian and cycle route under the railway viaduct, connecting the station to the rest of the VNEB area, as illustrated in Figure 5.2. A pedestrian and cycle route will be formed through one of the arches of the viaduct to improve the links between the station, the CGMA site, the new US Embassy, and Nine Elms Lane to the north. This will connect into the wider network of links and places being developed in the area.

Figure 5.2 Nine Elms - Public Realm Circulation



5.3.5 90 cycle parking spaces at Nine Elms station are proposed in two clusters: one along Pascal Street near the south entrance to the station and the other at the west core.

Signage and wayfinding

5.3.6 Illuminated London Underground roundels will be provided in highly visible locations adjacent to the station entrances.

5.3.7 Legible London signage is envisaged to be located at the corner of Wandsworth Road and Pascal Street, at the western end of the internal street north of the station box, and at the western end of the station in Pascal Street (see Figure 5.2).

Servicing and maintenance access

5.3.8 Access will be at street level via Pascal Street and the internal pedestrian street to the north of the station.

Emergency access arrangements

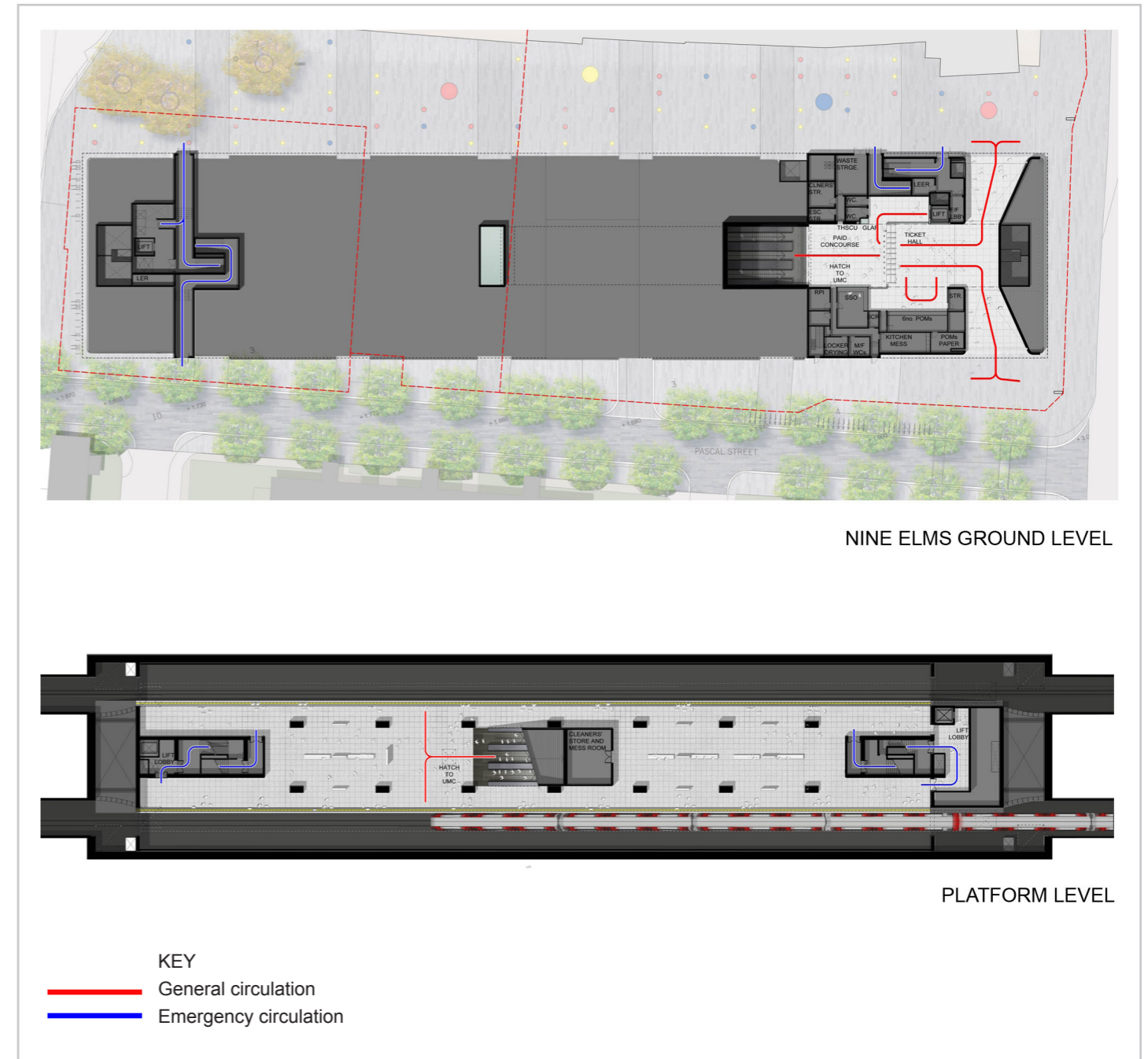
5.3.9 The primary intervention point in the event of an emergency at Nine Elms will be via doors on the northern side of the main station core, as illustrated in Figure 5.3. These doors open into the fire lobby where the passenger lift will also have the function of a fire fighting lift.

5.3.10 The west core provides a second means of escape and a secondary fire intervention point. Emergency stairs up from the platform level to ground level are located in this core with two exits in opposite directions, one opening out onto Pascal Street and the other onto the internal street to the north.

Inclusive access

5.3.11 Level access is provided into the station from both entrances and step-free access to the platforms below ground will be provided via a passenger lift on the northern side of the ticket hall. From the platform to the train, step free access will be provided as well. The station layout will be easy to navigate with clear wayfinding signage designed to aid those with visual impairments.

Figure 5.3 Nine Elms Station - Station and Emergency Circulation at Ground and Platform Level

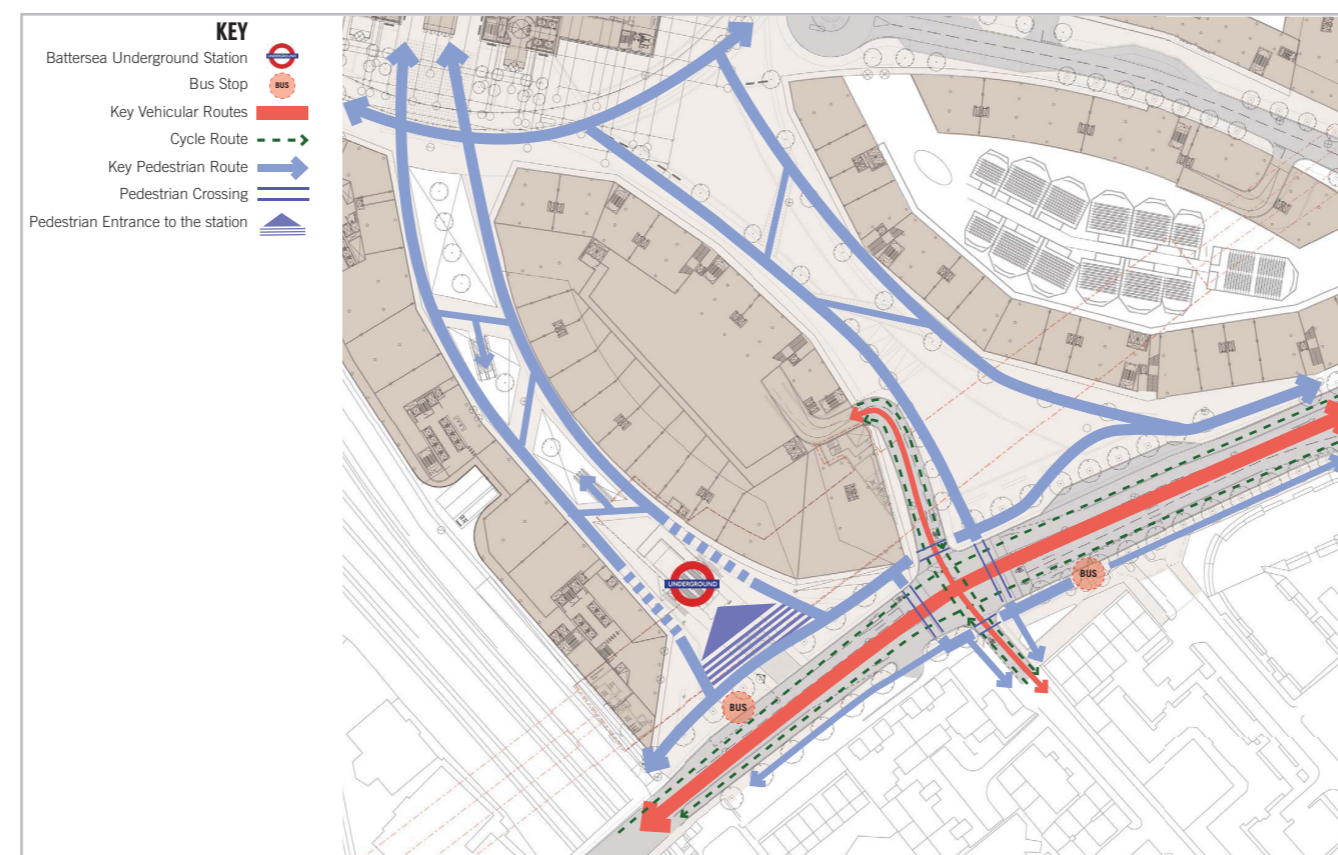
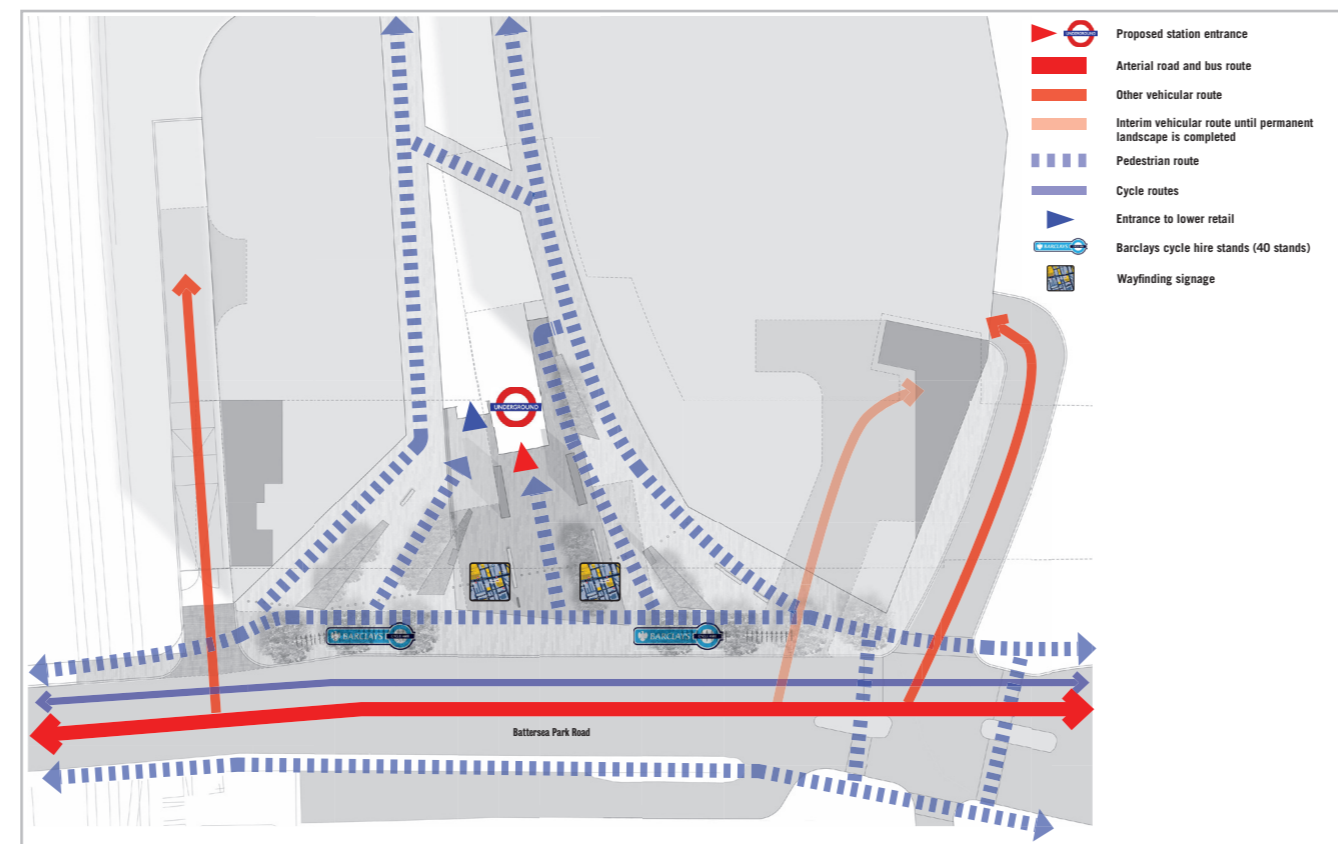


5.4 Battersea Station

Station entrance

- 5.4.1 The entrance to Battersea station will be via a single pavilion building fronting Battersea Park Road. This entrance building will include escalators and a lift to take passengers down to the sub-surface ticket hall. The station pavilion will be of a visually striking design with clear signage. Although set back behind a generous forecourt, the station entrance will be highly visible from Battersea Park Road and the surrounding area.
- 5.4.2 The entrance will have level access from the station approach which will be a ramp from Battersea Park Road leading up to the station entrance, as illustrated in Figure 5.4.
- ### Pedestrian and cycle connections
- 5.4.3 Pedestrian access to the station will be via Battersea Park Road and from within the Battersea Power Station (BPS) scheme to the north, when complete. A new pedestrian crossing outside the station will be provided by the BPS developer as part of its scheme. Cycle access will also be via Battersea Park Road and from within the BPS scheme.
- 5.4.4 As part of the Planning Application for the site it has been agreed that secure, cycle parking for 100 cycles will be provided at the station by the BPS developer.
- 5.4.5 The locations of the stands have been proposed in two clusters located on Battersea Park Road on either side of the station entrance.

Figure 5.4 Battersea Station – Public Realm Circulation Areas



Signage and wayfinding

5.4.6 Legible London signage is envisaged to be incorporated into the totems located on either side of the station forecourt. These totems will also act as ventilation ducts.

Servicing and maintenance access

5.4.7 Under the interim arrangements for servicing and maintenance at Battersea, a temporary access road to serve the eastern core is required. During construction of the BPS scheme, access routes will be provided on opposite sides of both cores as shown in Figure 5.5. Access to these cores will eventually be via two permanent access roads on either side of the station box.

Emergency access arrangements

5.4.8 The primary intervention point in the event of an emergency is via the east core, with an intervention point and secondary emergency access in the west core.

Inclusive access

5.4.9 Level access is provided into the station from the main entrance and step-free access to the ticket hall, upper concourse and platforms below ground will be provided via passenger lifts in the station entrance building. Lift access will be provided from the entrance to the ticket hall and from the concourse to the platforms. From the platform to the train, step free access will be provided as well. The station layout will be as easy to navigate with clear wayfinding signage designed to aid those with visual impairments.

Figure 5.5 Battersea Station – Public Realm Circulation Areas

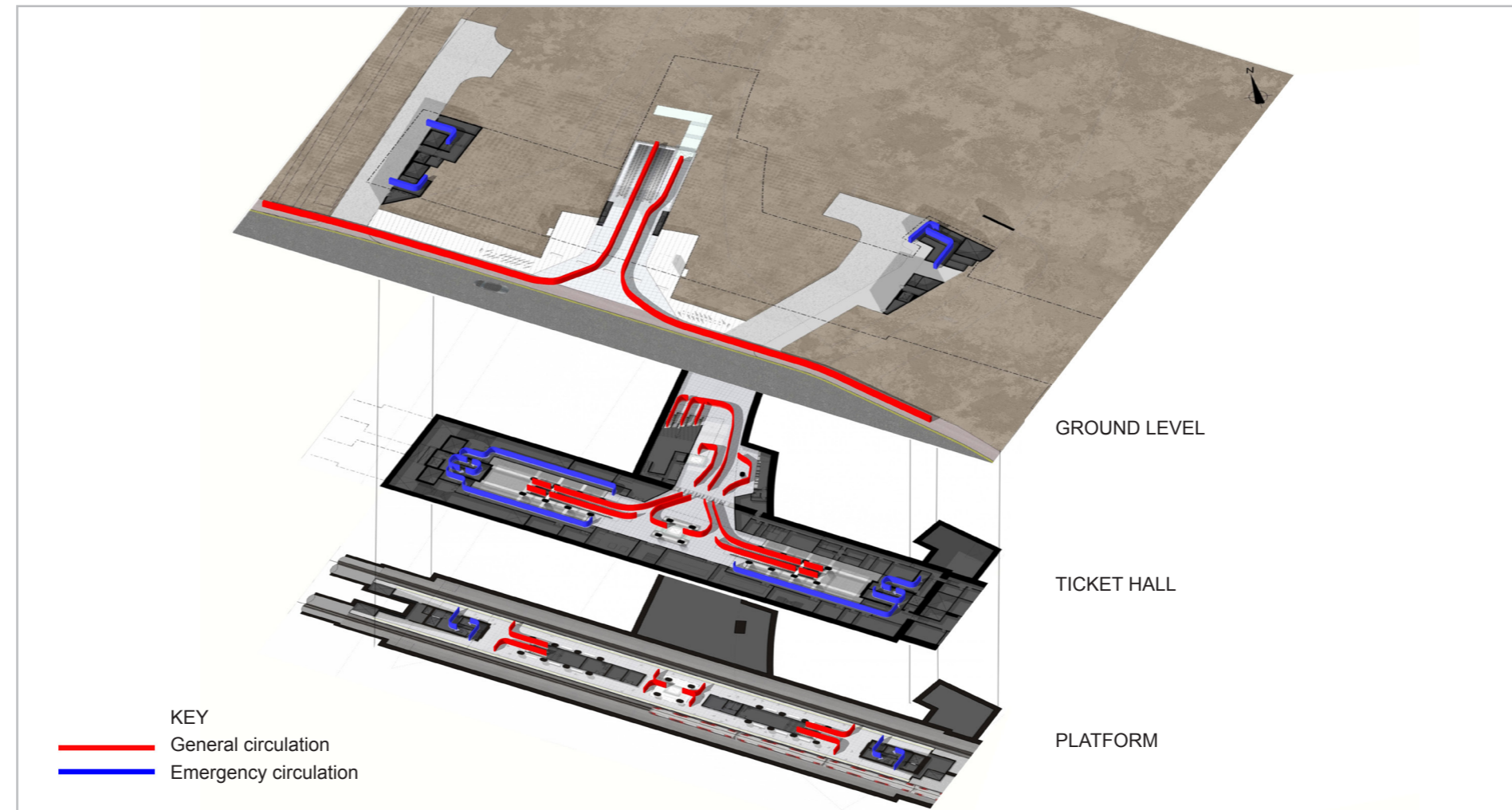
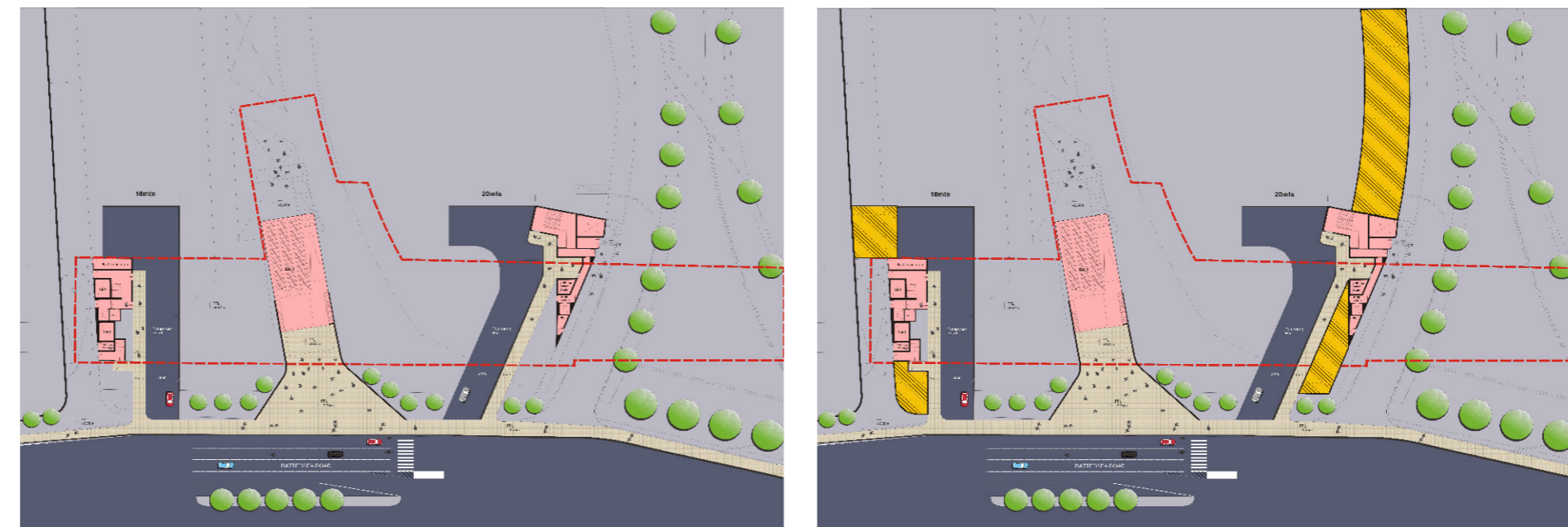


Figure 5.6 Battersea Station – Illustrative Station Highway Access Arrangements: With the BPS Scheme (left) and Temporary Road Arrangements in advance of a BPS Scheme (right)



5.5 Common Principles for the Shafts

5.5.1 As with the stations, there are some access and movement principles common to both of the intervention and ventilation shafts. These include:

- Unrestricted access to the ventilation shafts which is required for maintenance staff and emergency services;
- Street level access for servicing and maintenance; and
- Reinstatement/enhancement of existing access and movement routes.

5.6 Kennington Green Intervention and Ventilation Shaft

Access to the Green

5.6.1 Level access from the surrounding footways will be provided to the Green at key points on the boundary.

5.6.2 During the consultation process, residents requested the removal of a footpath which currently bisects the Green. This request has been included in the proposals.

Servicing and maintenance access

5.6.3 Maintenance access will be via the main door of the head house at street level, in the elevation facing the Green. Service vehicles will park on the street using the existing bays.

5.6.4 Plant replacement facilities are via the head house or, for large items in connection with major plant replacement every 15 to 20 years, using an access hatch in the top of the shaft at the southern end of the Green.

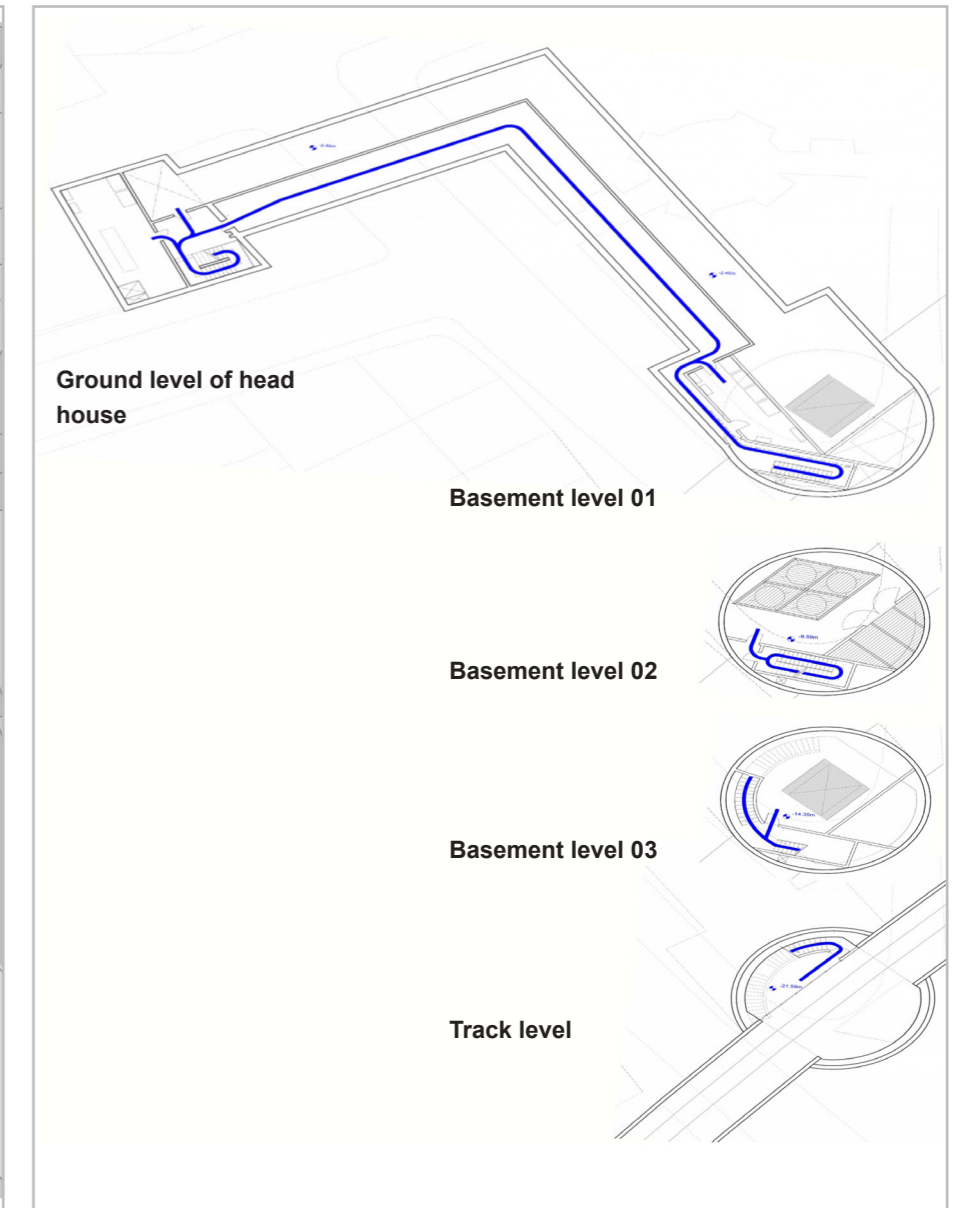
5.6.5 No changes to the existing access or parking arrangements for the distillery or residences are proposed.

Figure 5.7 Kennington Green - Circulation Diagram



- 5.6.6 **Emergency access arrangements**
- Emergency access will also be via the main door in the head house at street level, in the elevation facing the Green. The intervention route is along a pressurised, protected route with stairs down the shaft to the tunnels, as illustrated in Figure 5.8.
- | | |
|--|---|
| | Arterial road and bus route |
| | Other vehicular route |
| | Gin distillery service vehicular route |
| | Pedestrian route |
| | Parking bays (existing parking bays retained) |

Figure 5.8 Kennington Green - Tunnel, Shaft and Head House Access Diagram



5.7 Kennington Park Intervention and Ventilation Shaft

Access to the community building

5.7.1 The community building will comply with all requirements of the Part M: Access to and Use of Buildings regulations within the Disability Discrimination Act (DDA). Level access will be provided in and out of the building. Access to the building will be provided via St Agnes Place and from the Park via the rear garden, on the south side of the community building.

5.7.2 No changes to the Park entrances/exits are proposed and existing footways will be reinstated after the works are complete. Any redundant access ways will be removed and made good.

Servicing and maintenance access

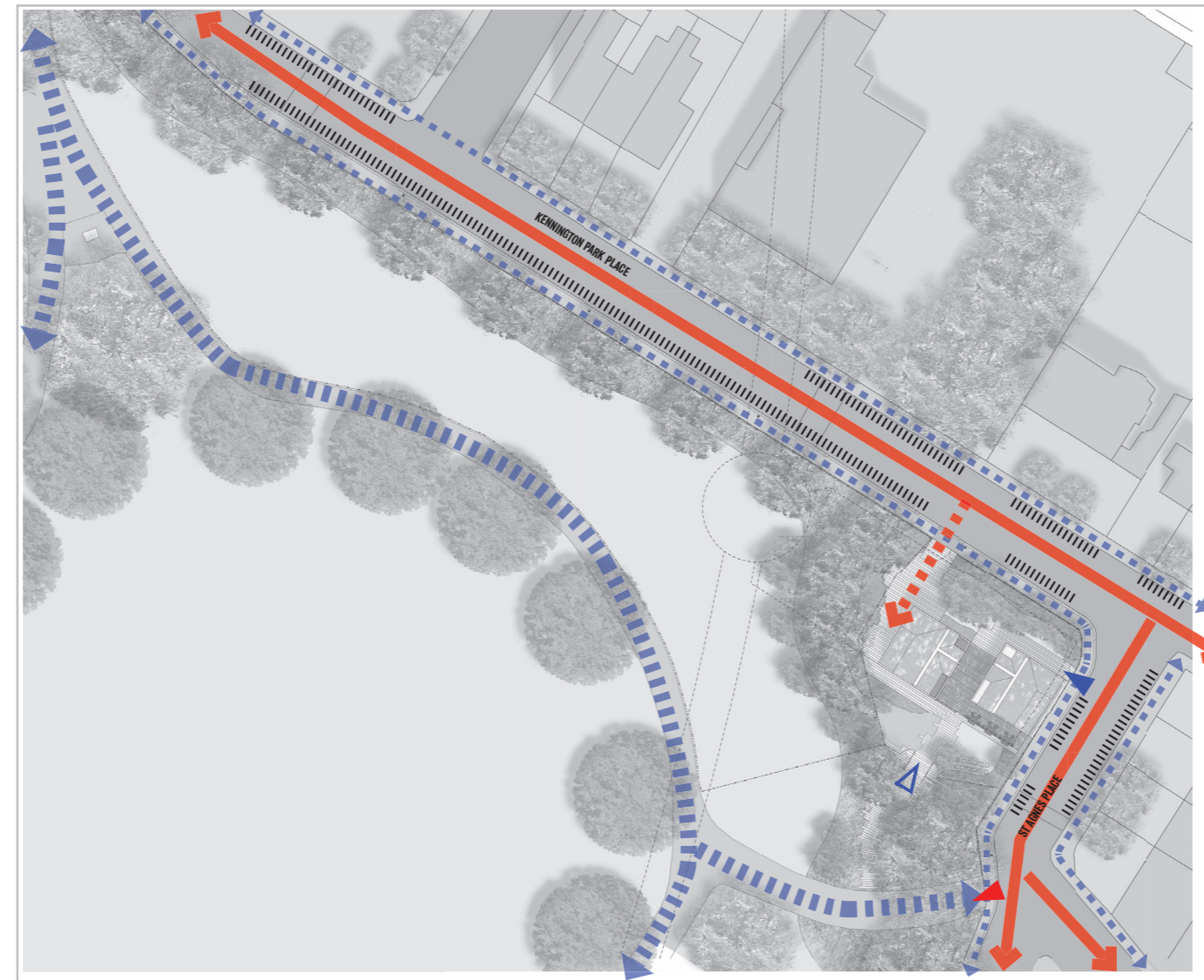
5.7.3 Maintenance access will be provided via a new access route off Kennington Park Place and parking for maintenance vehicles will be provided within the site, as illustrated in Figure 5.9. The entrance into the head house will be via a main door on the south side of the building.

5.7.4 Plant replacement will be via a hatch between the head house and the community building which will be paved. This will be 'broken out' when access for major improvement equipment is required. This would be an infrequent event, probably once in every 20 years.

Emergency access arrangements

5.7.5 Emergency access will also be via the main entrance into the head house with a protected route and stairs down the shaft to the tunnels, as illustrated in Figure 5.10.

Figure 5.9 Kennington Park - Circulation Diagram










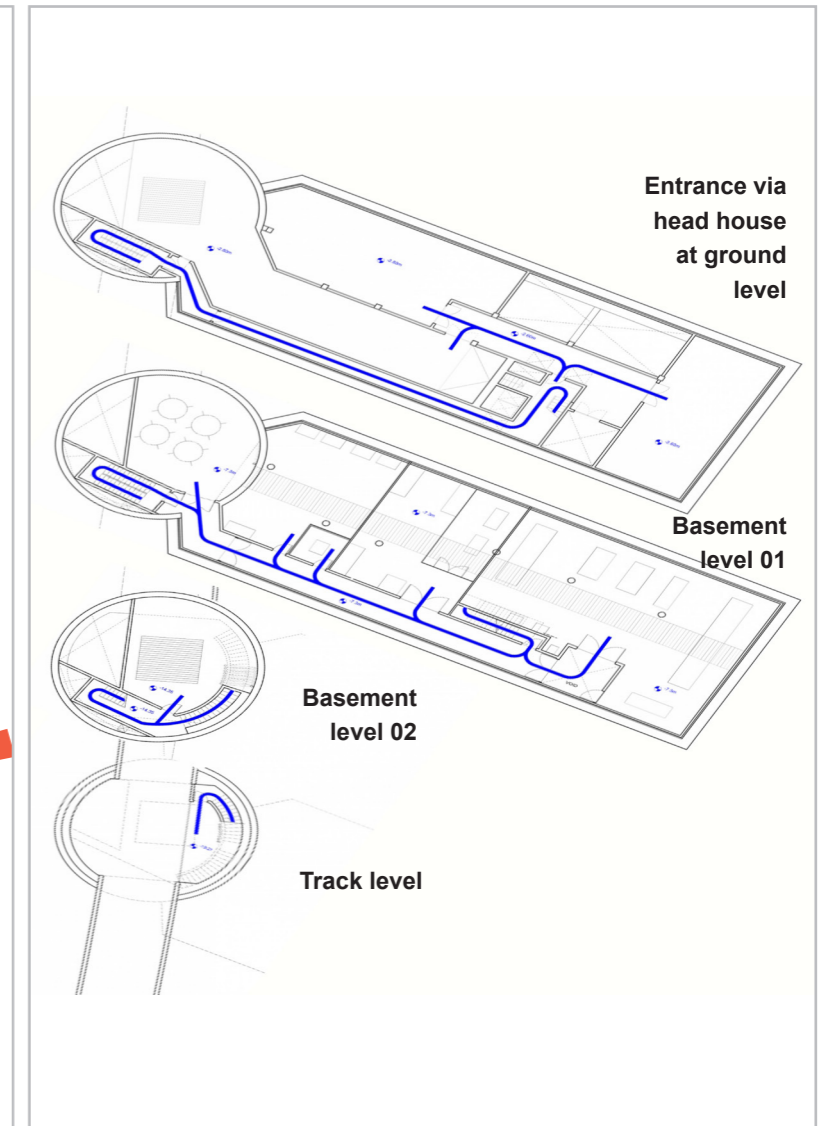
-  Key vehicular route
-  Head house maintenance vehicular access
-  Pedestrian route
-  Park entrance
-  Community building main entrance
-  Community garden entrance from park
-  Parking bays (existing parking bays retained)

Figure 5.10 Kennington Park - Tunnel, Shaft and Head House Access Diagram



6.0 Nine Elms Over Site Development

6.1 Overview

6.2 Function of Over Site Development

6.3 Key Design Principles

6.1 Overview

- 6.1.1 The design of the station box at Nine Elms station would allow for a comprehensive over site development (OSD) extending from Wandsworth Road in the east to the western extent of Pascal Street. Although the development does not form part of the NLE TWAO, the construction of the station does not preclude it. Subject to future detailed design, it is anticipated that a building similar in scale, form and massing to the illustrative proposal set out in this section would be supported by local planning policy and the London Plan.
- 6.1.2 The Vauxhall Nine Elms Opportunity Area Planning Framework (OAPF) promotes Pascal Street as part of a strategic link, connecting Wandsworth Road and its hinterland to the new development in the VNEB area and the river beyond. A new pedestrian and cycle route will need to be provided as part of the TWAO, extending Pascal Street westwards to make the connection between Nine Elms station and the wider OA (see Section 3.4). This would involve using one of the arches in the existing rail viaduct to complete this connection.
- 6.1.3 In addition to enhancing the area's movement network, the build out of the OSD would provide an opportunity to extend the high quality urban realm around the station, in particular completing the pedestrian street between the OSD and the consented Sainsbury's scheme and linking into other developments as they come forward.

- 6.1.4 As part of such a comprehensive redevelopment of the site, there is an opportunity to accommodate a significant new OSD. The OAPF's tall building strategy states that within Nine Elms, buildings can be up to 60 - 70 metres tall, although the Nine Elms station site is located within an area which could include buildings up to 150 metres tall. This also conforms to LB Lambeth's SPD which notes that this area is on the edge of the tall building cluster. The planning authorities - LB Lambeth, LB Wandsworth and the GLA have been consulted and agree on the broad principles embodied in this illustrative proposal.
- 6.1.5 As mentioned, an important consideration of the design for the station at Nine Elms is that it does not prejudice any OSD which will contribute to the regeneration of the area. This section of the DAS demonstrates that a comprehensive scheme is not only possible, but could successfully moderate between the consented and existing developments.

Figure 6.1 Nine Elms OSD - Illustrative Visualisation of Nine Elms Station and OSD on Pascal Street



Figure 6.2 Nine Elms OSD - Illustrative Visualisation of Nine Elms Station and OSD from Wandsworth Road



6.2 Function of Over Site Development

- 6.2.1 It is anticipated that an OSD would be principally residential with an opportunity for retail and commercial on the ground and first floors. This would fit well with the consented scheme for the Sainsbury's site to the north, with the opportunity for creating an active pedestrian street, with small retail units (some already proposed by Sainsbury's) and entrance lobbies to the residential flats above. On Pascal Street, the wide, tree lined pavement proposed, would provide a significant opportunity for retail at ground and first floors, creating the active frontages LB Lambeth are seeking in their SPD. Additionally, and subject to agreement with individual landowners, there may also be an opportunity to relocate some of the displaced businesses within the envelope of the OSD.
- 6.2.2 The proposal set out in this document is for illustrative purposes only but shows a development at fourteen storeys (52 metres) at its highest point. As designed, however, the capacity of the structure of the station box could accommodate up to eighteen storeys. An illustrative rendering of the potential OSD is shown in Figures 6.1 to 6.3.

Figure 6.3 Nine Elms OSD - Illustrative Visualisation of Nine Elms Station and OSD: Aerial View (top) and North Side of the Station (bottom)

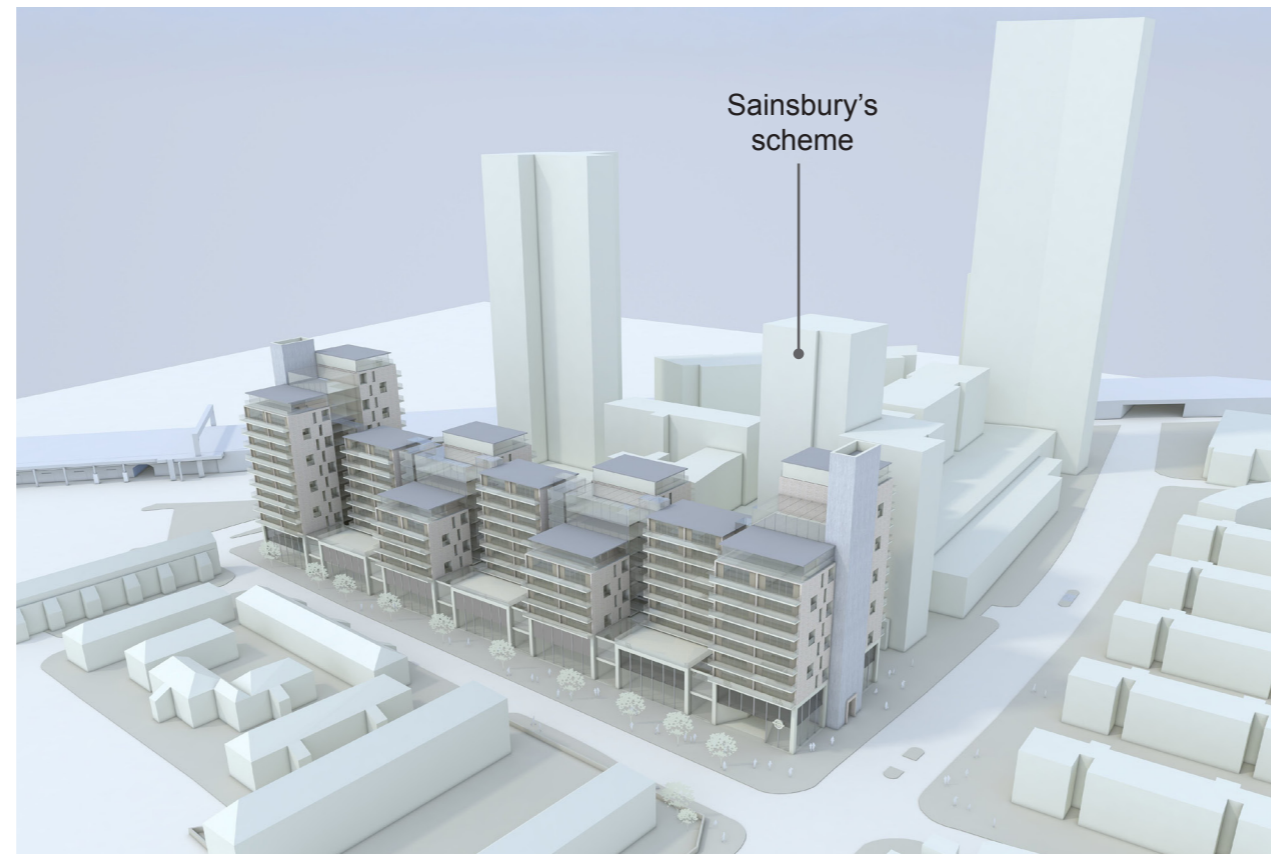


Figure 6.4 Nine Elms OSD - Precedent Image for the Internal Pedestrianised Street

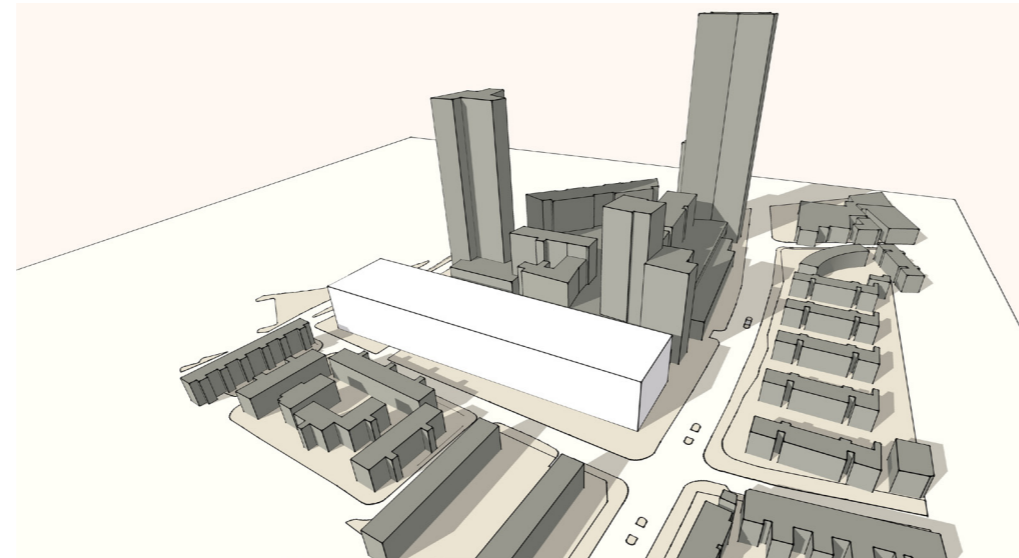
6.3 Key Design Principles

- 6.3.1 A key consideration in developing the design of the OSD was the relationship of the proposals to the existing development to the south (two to three storeys) and the taller buildings proposed as part of the consented supermarket/residential development (up to 38 storeys) to the north. The OSD acts as a transitional development between the two scales (see Figure 6.5), with stepped massing which responds to both scenarios. At street level, the treatment of the ground and first floor reflects the scale of the housing to the south of the OSD, creating an attractive frontage to Pascal Street.
- 6.3.2 The design of the OSD should relate to the design of the station. As shown, the OSD reflects the structural grid of the station entrance, replicating this as a series of two storey glazed frames which add articulation and rhythm to the street frontage. These frames echo the pattern of the residential blocks above which are shown higher at either end of the OSD to add definition to the proposal. In this proposal and with any OSD, it is highly likely that the vents would be taken up through the building; they are shown as feature elements at either end of the OSD in this illustrative design.
- 6.3.3 The proposed plan form for the OSD maximises the perimeter of the development which allows the majority of apartments to be dual aspect. With an east west orientation, the OSD provides significant opportunities for south facing apartments, with the provision of amenity space between the main (four) blocks. These blocks are arranged around four vertical circulation cores which would be accessed from the pedestrian street to the north of the building, adding activity and interest at ground floor level.

Figure 6.5 Nine Elms OSD - Massing Study

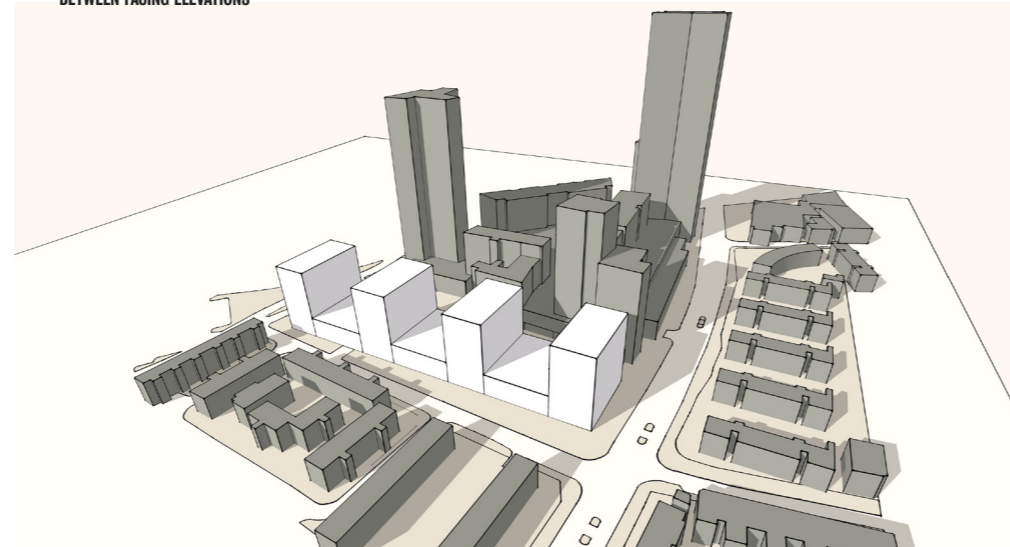
1. IDENTIFYING THE SITE

STATION BOX PROVIDES EXTENT OF SITE FOR OSD DEVELOPMENT



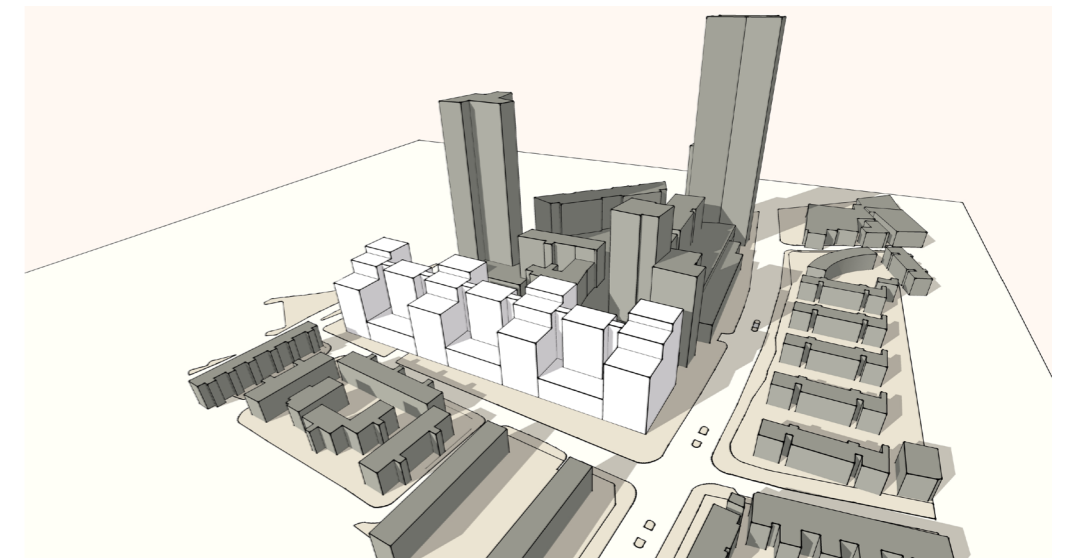
2. ESTABLISHING MASSING

FOUR CORES FOR RESIDENTIAL CIRCULATION GIVES 20M+ BETWEEN FACING ELEVATIONS



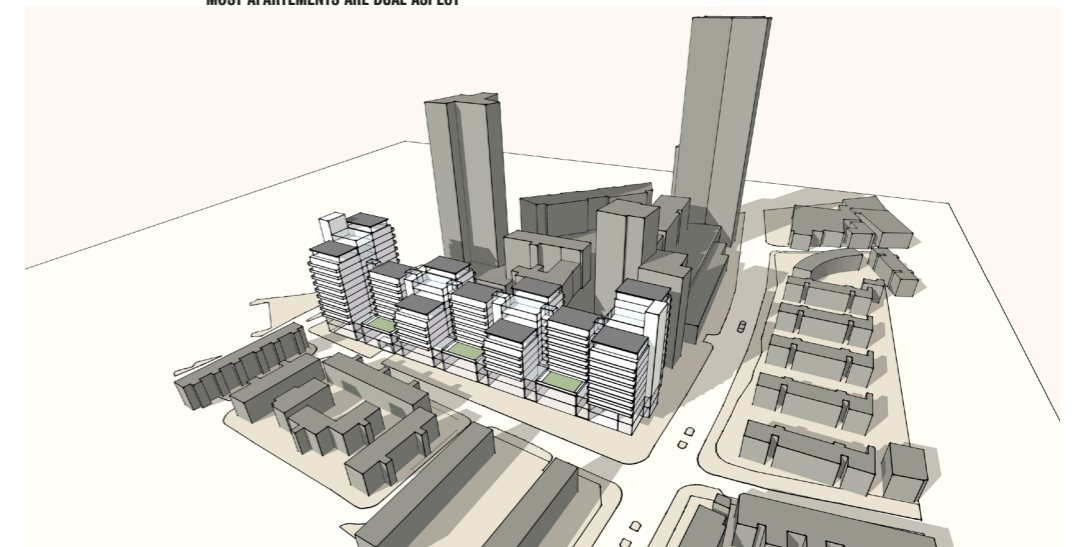
3. PROVIDING OUTLOOK

INFILL BETWEEN BLOCKS MAKES EFFICIENT USE OF CIRCULATION CORES AND RELATES TO ARCHITECTURE OF STATION BELOW GROUND



4. CREATING RESIDENTIAL AMENITY

SOUTH FACING ROOF TERRACES PROVIDE AMENITY. MOST APARTMENTS ARE DUAL ASPECT



Appendix: Heritage Statement

Heritage Statement

1.0 Introduction

- 1.0.1 This Heritage Statement has been produced in order to determine the importance of the heritage assets that will be directly affected by the construction of the Northern Line Extension (NLE) and to determine the effect on those assets. The purpose of this is to identify whether or not the NLE will lead to less than substantial harm to the significance (or importance) of a designated heritage asset and that the overall benefit of the project to the public is more than outweighed.
- 1.0.2 This has been prepared by URS Infrastructure and Environment Ltd. (URS) in association with Transport for London (TfL), Museum of London Archaeology (MOLA) and John McAslan + Partners (JMP).
- 1.0.3 This Heritage Statement sets out the relevant planning policy and guidance, before assessing the potential impacts on heritage at two of the NLE worksites, at Kennington Park and Kennington Green, which are both in the setting of designated heritage assets.

1.1 Planning Policy and Guidance

- 1.1.1 This section provides an overview of all relevant policy and guidance.
- The Planning (Listed Buildings and Conservation Areas) Act 1990***
- 1.1.2 With respect to Conservation Areas, Section 72 of the Act requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area;
- 1.1.3 With respect to Listed Buildings, Section 16 (2) places the duty on the decision maker to have special regard to the desirability of preserving the building or its setting in determining such applications.
- National Planning Policy Framework: Heritage assets***
- 1.1.4 NPPF requires an applicant to describe the significance of any heritage assets affected by a proposal, including any contribution made by their setting (para 128). It goes on to say that *“the level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.”*
- 1.1.5 In paragraph 131, the NPPF identifies three key factors local authorities should take into account in determining applications:
- *“the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - *the desirability of new development making a positive contribution to local character and distinctiveness.”*

1.1.6 Paragraph 132 states that in assessing impact, the more important the asset, the greater the weight should be given to its conservation. It notes that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

1.1.7 Paragraph 135 states the effect of an application on the significance of a non-designated heritage asset requires a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

The London Plan

1.1.8 The relevant Strategic Development Plan framework is provided by the London Plan, published in July 2011. It includes Policy 7.6 – Design, which states:

“Strategic

A - Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Planning decisions

B - Buildings and structures should:

- a) be of the highest architectural quality*
- b) be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm*
- c) comprise details and materials that complement, not necessarily replicate, the local architectural character*
- d) not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings*
- e) incorporate best practice in resource management and climate change mitigation and adaptation*
- f) provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces*
- g) be adaptable to different activities and land uses, particularly at ground level*
- h) meet the principles of inclusive design;*
- i) optimise the potential of sites.”*

1.1.9 Policy 7.8 – Heritage Assets and Archaeology states:

“Strategic

London’s heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.

Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site’s archaeology.

Planning Decisions

Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset."

Local Planning Policy

Lambeth Core Strategy:

1.1.10 Policy S9 'Quality of the Built Environment' states:

"The Council will improve and maintain the quality of the built environment and its liveability, in order to sustain stable communities, by seeking the highest quality of design in all new buildings, safeguarding and promoting improvements to the borough's heritage assets; protecting strategic views (including those that affect the outstanding universal value and setting of the Westminster World Heritage Site); supporting tall buildings (Waterloo London Plan Opportunity Area is identified as an appropriate locations for tall buildings); and Improving the quality of the public realm; and creating safe and secure environments."

Lambeth UDP – Saved Policies (adopted 2007, saved policies January 2011)

1.1.11 Policy 33 'Building Scale and Design' states that all development should be of a high quality design. Major development should relate satisfactorily to adjacent townscape taking into account its scale, character, historic street layout and uses; and improve the sense of place and legibility, and define edges by retaining characterful buildings, appropriate building lines and extending frontages. Buildings should employ materials of high quality and durability that are of compatible or complementary colour and texture.

1.1.12 Policy 39 'Streetscape, Landscape & Public Realm Design' states:

"As much attention should be paid to the design of the areas between buildings as to buildings themselves. Development should provide or enhance an uncluttered, consistent, simple, accessible and co-ordinated public realm, with robust and appropriate materials and landscape design, enhancing the setting, connections and spaces between buildings. The design of public spaces and the style and siting of street furniture should relate well to the surrounding urban context and character."

1.1.13 Policy 41 'Views' states that the council will seek to protect views including, amongst other things, listed buildings, conservation areas, ancient monuments.

1.1.14 Policy 45 'Listed Buildings' deals with the setting of listed buildings and notes that proposals that adversely affects the setting of a listed building, or significant views of a listed building, will be refused.

1.1.15 Policy 47 'Conservation Areas' states:

(a) Protection - Development proposals in a conservation area should preserve or enhance the character or appearance of the conservation area.

(c) Demolition - The Council will resist granting consent for the demolition of a building, or a substantial part of a building that makes a positive contribution to a character or appearance of a conservation area.

The demolition behind a retained façade is generally destructive to the character of a building and should be avoided, particularly for traditional buildings of cellular form such as houses. Where demolition in a conservation area is acceptable, for example because the building does not contribute to the area, and its redevelopment would be beneficial in townscape term then a full planning application will be required to accompany the application for conservation area consent. Such replacement buildings should follow policy 33 and the opportunity should be seen as a stimulus to imaginative, high-quality design. Consent for demolition will be subject to a condition and/or section 106 agreement that the building shall not be demolished until a contract for new work has been made and planning permission for those works has been granted."

Conservation Area Statements

1.1.16 Conservation Area Statements have also been produced for Kennington, St Mark's and Kennington Park Road Conservation Areas. These are described in later sections.

English Heritage: The Setting of Heritage Assets (20 October 2011)

1.1.17 This document sets out English Heritage guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes. It provides the basis for advice by English Heritage on the setting of heritage assets when they respond to consultations.

English Heritage Understanding Place: Conservation Area Designation, Appraisal and Management (25 March 2011)

1.1.18 The document offers detailed advice to those commissioning or undertaking appraisals of conservation areas. It includes a list of questions to help assess whether an unlisted building contributes to the significance of a conservation area (Table 2, page 15, of the EH document).

2.0 Proposed NLE Works at Kennington Park

2.1 The Site and Surroundings

- 2.1.1 The Kennington Park worksite is described in the Environmental Statement (ES) Volume I, *Chapter 4: Description of the NLE*, and located in an area of Kennington Park. The proposals involve the felling of a number of existing trees, along with the demolition of a lodge building (hereafter referred to as Kennington Park Lodge, or the lodge), perimeter fence and wooden structure associated with the Bee Keeping facilities in the north east corner of the park.
- 2.1.2 The lodge is a simple detached two-storey red brick dwelling with a hipped roof – a very utilitarian design and was built in 1938. It also comprises a timber shed/outbuilding and a lean to within its grounds which increases the overall development footprint. The lodge and its grounds are separated from the park by a timber fence on the south and west sides, and metal railings on the north and east. The lodge is neither nationally nor locally listed, but does lie within St Mark’s Conservation Area. It is separated from the rest of Kennington Park by a close-boarded timber fence around its curtilage and screened by a belt of trees, shrubs and a hedge. A visually verified baseline photograph is provided in ES Volume I *Chapter 15: Townscape and Visual Amenity*, along with an assessment of the townscape impact associated with its demolition and eventual construction of a replacement community building and the head house which is required for a NLE traction substation and ventilation and intervention shaft.
- 2.1.3 The lodge is currently occupied by a number of community organisations, including Edible Lambeth and Bee Urban. There are several bee hives and an outbuilding associated with the lodge, as well as an area of vegetation.
- 2.1.4 The site is largely flat and bounded to the north by Kennington Park Place and to the east by St Agnes Place.
- 2.1.5 The western part of the site is currently fenced section of the park used for dog exercise and accessed by a gate at the north-eastern corner close to the Kennington Park Road entrance and a gate on the eastern side, close to the entrance from St. Agnes Place opposite Royal Road. An avenue predominantly of semi-mature ash with the occasional laburnum tree runs along the northern boundary. There is also a small group of young birch trees in the north-eastern corner of the site.

2.2 Heritage Designations

- 2.2.1 The designated heritage assets surrounding this site are shown in Figure 4.22 of the DAS. The site is not in an Archaeological Priority Area.
- Conservation Areas (CAs)**
- 2.2.2 The site lies within St Mark’s CA, designated by LB Lambeth in 1969 and extended in 1981. The conservation area statement notes that the area is “characterised by smart terraced housing dating from the early 19th Century onwards; of particular note is Hanover Square. The imposing St Mark’s Church is its principal landmark”
- 2.2.3 The site is immediately adjacent Kennington Park Road CA, designated by LB Southwark in 1968 to protect the largely 19th Century residential properties on these two roads and also the eastern side of Kennington Park Road.

Listed Buildings

- 2.2.4 The site lies some 160 meters from the Grade II listed Prince Consort Lodge of 1851 which stands on the far western edge of Kennington Park. It is considered that the proposed structures will unlikely to have any significant impact on this listed building.
- 2.2.5 The site is within the setting of The Bishops House, the gate piers to The Bishops House, 10 Kennington Place, 11 – 12 Kennington Place and 1 – 7 St. Agnes Place (and their railings) all Grade II listed buildings of high sensitivity.

Locally Listed Building

- 2.2.6 The only locally listed building within Kennington Park and its immediate environs is the War Memorial of 1924, a Portland stone monument by Lucas, Lancaster and Lodge, which is situated in the North Western corner of the park, some 125 meters from the site. Given the distance from the proposed development it is considered that there will be no material impact upon the setting of these locally listed buildings.

Registered Parks and Gardens

- 2.2.7 Kennington Park in the LBL is registered for its special historic interest (Grade II) under the Historic Buildings and Ancient Monuments Act 1953 in EH’s Register of Historic Parks and Gardens.

Townscape Character Areas

- 2.2.8 Kennington Park, which opened in 1854, was laid out by James Pennethorne following an Act of Parliament in 1852 allowing the enclosure of the greater part of Kennington Common. It is listed as Grade II on the Register of Historic Parks and Gardens by English Heritage. This extensive, open area, which is well maintained, retains some of its important historic features, such as the Refreshment House, the aforementioned Prince Consort Lodge, the Old English Garden (1930s) and the remains of the Tinworth Fountain as well as avenues of mature trees including London Plane and evergreen Oak which create texture and structure. Other historic features such as the 1930s lido, the gymnasium, the shrubbery walks and the bandstand have been removed. The south eastern corner of the park is quieter and includes colourful, formal gardens and is generally more wooded, creating an increased sense of enclosure. The section of the park fronting onto Camberwell New Road includes extensive games courts and pitches, some of which are floodlit At the junction of the A202 Camberwell New Road and Kennington Park Road/Clapham Road is the Grade II* listed Church of St. Mark, the grounds of which is publicly accessible and is used as a thoroughfare and a farmer’s market.

2.3 Significance of Heritage Assets

- 2.3.1 The methodology for assessing the significance (or sensitivity) of heritage assets and the magnitude of change is described in ES Volume I, *Chapter 8: Archaeology and Built Heritage of the ES*.
- 2.3.2 The former park-keeper’s lodge itself is considered to be of low sensitivity/significance given its utilitarian design and relatively recent construction.
- 2.3.3 The site lies within the St Mark’s CA and Kennington Park both of high sensitivity/significance.
- 2.3.4 The site lies within medium distance views from the mid 19th century Prince Consort Lodge at the western entrance of Kennington Park, which is Grade II* listed and an asset of very high sensitivity/significance.

2.3.5 The site is within the setting of The Bishops House, the gate piers to The Bishops House, 10 Kennington Place, 11 – 12 Kennington Place and 1 – 7 St Agnes Place (including their railings) - all Grade II listed buildings of high sensitivity/significance.

2.3.6 The site is within the setting of a number of other undesignated buildings such as 13-16 Kennington Park Place (a row of Victorian houses that lie outside the Kennington Park Road Conservation Area) of low sensitivity/significance.

2.4 Impact of Proposed Demolition on Heritage Significance

2.4.1 On the basis that the park fence will be removed for the period during construction and replaced following completion it has been assumed that the temporary removal of this would not lead to any harm to the Conservation Area, Registered Park or setting of the Listed Buildings.

2.4.2 The impact of demolition of the lodge and wooden shed structure has been considered on each of the heritage assets described above. To do this the following questions from the English Heritage guidance on Conservation Areas have been answered as follows:

- Is it the work of a particular architect or designer of regional or local note? No, reflected in its unlisted status (neither nationally or locally listed).
- *Does it have landmark quality?* To a limited extent, though nowhere near the extent of the Grade II* listed Prince Consort Lodge at the western entrance to Kennington Park. It does however form a corner piece to the park and a step up in scale between the park and the three storey residential buildings along Kennington Park Place and to the east by St Agnes Place. It is a plain and unassuming red brick detached park-keeper's house, unlike any of the surrounding, much older buildings on these streets, and one that is considered to make a neutral contribution to the character and setting of the park. The timber shed adds to the park building like quality, although it does not have landmark quality or affect the designate heritage assets in any significant way.
- *Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?* No. The lodge was constructed much later than the adjacent predominantly 19th Century buildings in the two conservation areas, and it is very different in terms of its style, materials, form and other characteristics.
- *Does it relate to adjacent designated heritage assets (DHA) in age, materials or in any other historically significant way?* No. The designated heritage assets described above are very different being of London stock brick or an orange-red brick, or stucco, and were built in the 19th Century (Nos 10, 11 and 12 Kennington Park Place and Nos 1-7 St Agnes Place are from the first decade of this century, the Bishop's Palace, by Richard Norman Shaw, is from the last decade.
- *Does it contribute positively to the setting of adjacent designated heritage assets?* No. Due to the reasons stated above, the lodge neither reflects the character of the CA (which is largely 19th Century), nor relates to the design of the other designated heritage assets, and therefore it cannot be considered to contribute positively to their setting, in terms of the registered park itself, as referred to above, it is considered to make a neutral contribution.
- *Does it contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?* Only to a limited extent -

The lodge and its shed occupies a corner of the park but is heavily screened from the park itself by belts of trees, shrubs and hedges, and a close-boarded timber fence and the bee-keeper's visitor's centre so has a very limited relationship with the open spaces or intrinsic character of the park itself.

- *Is it associated with a designed landscape e.g. a significant wall, terracing or garden building?* Partly. Although it is physically adjacent to the designed landscape at Kennington Park, this site was not originally part of the park itself and although its original use in the mid 20th century was to accommodate park's department staff this use has long been abandoned.
- *Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?* No. It was constructed much later than the residential properties which overlook it and although it was an ancillary use to the park (as a park-keeper's home) it was only in this use for a relatively short period of the 160 year history of the park. The shed was constructed much more recently.
- *Does it have significant historic association with features such as the historic road layout, burgage plots, a town park, or landscape feature?* As stated above, the building was occupied by a member of the park department staff but only for a limited period.
- *Does it have historic associations with local people or past events?* The only historical association it had with the park was, as stated above, the home of a park-keeper but the design of the property is a very standard late 1930s municipal housing style and is certainly not a bespoke design which identifies it as a distinctive park building.
- *Does it reflect the traditional functional character or former uses in the area?* See comment above – it was ancillary to the park in that it housed a member of the grounds staff but its design does not reflect any other structure within the park.
- *Does its use contribute to the character or appearance of the area?* The original though long abandoned use as a park-keeper's house was ancillary to the park but given its modest scale, utilitarian design and visual separation from the public areas of the park by the heavy screening afforded by the fencing, hedging and landscaping it is considered to make very little contribution to the character or appearance of the area. The use of the lodge by its current occupants adds to the park like character of the area.
- *Degree to which its historic form and values have been eroded?* The lodge is a relatively modern structure in relation to the designated heritage assets, its form has not altered significantly since it was built just before the Second World War but its value to the historical significance of the park and the remainder of the conservation area is so limited that this issue has little relevance.

2.5 Summary

2.5.1 It is considered that the demolition of the lodge and shed will not have a significant impact on the setting or the significance of Kennington Park, and the surrounding heritage assets. Preservation by record would be undertaken by archaeological standing building recording to an appropriate level (English Heritage Level 1–2: drawings, photography and a written record of the building) in advance of the commencement of works and subsequent demolition.

2.6 Consideration of the Effect of the Proposed NLE Head House on the Significance of Heritage Assets

- 2.6.1 The size of the head house accommodation has been defined by the engineering requirements, ventilation and access to the underground structure. The community building is a reinstatement of the current community activities which occupy the existing lodge and the bee keeping facilities in its garden. The footprint of the development proposed for the site has therefore increased from the existing situation as a result.
- 2.6.2 The buildings have been designed to respect and enhance the setting of the park and the two conservation areas. They are small in scale, varying between one and two storeys high. They have been designed as two pavilions in order to break up the mass of the accommodation. The mass has been further reduced by the introduction of the mono-pitched roof form and the green roofs. On the head house this roof form allows a large surface area on the facade to be given over to louvres whilst reducing the perception of the the bulk of the building to a minimum. The community building is a playful imitation of this form, allowing light and space to form the interest of the building internally.
- 2.6.3 Following consultation with English Heritage, the roof has been swept back from the corner of Kennington Park Place and St Agnes Place which reduces the impact of the building on the view of the listed buildings on St Agnes Place and Kennington Park Place.

2.7 Conclusion

- 2.7.1 The NLE project will result in two unlisted buildings that have a limited relationship with its surrounding heritage assets being demolished, to be replaced by a building that, as described in the previous section, results in a neutral effect to the setting of the surrounding designated heritage assets and, it is considered, one that will make a far more positive contribution to the character of the two conservation areas and the registered park which will be enhanced by the new structure. The existing fence will be rebuilt to the same design and will not result in any material changes.
- 2.7.2 It can therefore be concluded that the demolition of the former park-keeper's lodge will be more than compensated by the proposed head-house and community building, a significantly higher quality and greater visual interest, which is expected to become a noted local landmark itself that better respond to its parkland setting than the existing buildings.
- 2.7.3 The proposal replaces Kennington Park Lodge with a paired low-key structure which is sympathetic to the nature of the park and the local architectural typology but is of a bold and imaginative 21st century design. The head house is a necessary piece of infrastructure, on which the extension of the Northern line depends, and the community building will help to continue the life of the thriving bee keeping venture that is so important to the community in this corner of the park.

3.0 Proposed NLE Works at Kennington Green

3.1 The Site and Surroundings

- 3.1.1 The Kennington Green worksite is located in the LBL, adjacent to Kennington Road (A23) which runs along its western side, and is approximately 170m north-west of Kennington Park. The green itself measures approximately 960m² and is bounded by a spur of Kennington Road which wraps around the western and northern sides. A number of substantial 4-5 storey townhouses face onto this spur, some of which have been converted into office accommodation. Montford Place leads south-west from this spur and is fronted by a terrace of cottages on the western side and a continuation of the tall wall enclosing the Beefeater Gin Distillery site on the eastern side. This wall is also connected to a building façade of the same material, which represents a gate house that is slightly taller than the wall itself. Commercial properties, including small shops, restaurants and bars, extend north from the northern side of the green along Kennington Road. Directly opposite the green on the eastern side of Kennington Road is the former Vauxhall Manor School, now a gated residential development, and to the north, a self-storage facility which also fronts onto Milverton Street.
- 3.1.2 There is an access gate in the north-western corner which leads into the Beefeater Gin Distillery which is partly enclosed by a brick wall, measuring approximately 3.5m in height, of which a section will be demolished as part of the NLE works. The main distillery buildings are located on Montford Place. The façade of a five-storey red-brick building dating from 1905 has been extended to the rear and to the south by post-war concrete and metal clad industrial buildings of a similar height. The land to the north of the distillery is derelict and enclosed by a steel palisade fence.
- 3.1.3 There are four mature cherry trees (*Prunus spp.*) within the green and three mature ash trees just outside the square on the northern and western sides.
- 3.1.4 The site is not within an Archaeological Priority Zone. The site of the distillery water tank was built up with terraced houses by the mid-19th century, replaced by an industrial or commercial building in the early-20th century.
- 3.1.5 Historically, there were two semi-detached houses on the site. These are evident on historic maps until 1914, but have been removed by 1952. More recently there was a large bottling plant on the site, as part of the distillery, but this was demolished about ten years ago. This created an enclosure of the Green, with massing to two of its edges.

3.2 Heritage Designations

- 3.2.1 The designated heritage assets surrounding this site are shown in Figure 4.4 of the DAS.

Conservation Areas (CAs)

- 3.2.2 The site and its surroundings are within the Kennington CA (CA6), designated by LBL in 1968 and extended in 1979, 1997 and 2012. The Kennington CA covers a large area to the west of Kennington Park Road (A3) and surrounding the crossroads of Kennington Lane (A3204) and Kennington Road (A23). It is "characterised by smart terraced housing which developed from the late 18th century onwards. It also incorporates the impressive Duchy of Cornwall Estate, which was laid out in the 1910s to a very high standard of design and layout". i

Listed Buildings

3.2.3 Several of the buildings fronting the green are listed, six of which are Grade II: 346, Kennington Road; 348 Kennington Road; 354 Kennington Road; 356 Kennington Road; 362, 364 and 366 Kennington Road; and Vauxhall Manor School Annexe, Kennington Road. Numbers 350 and 352 Kennington Road are Grade II*.

3.2.4 In addition, the following buildings in the wider area are Grade II listed: 3 Montford Place Old Town Hall, (former Church of England Children's Society), 367 Kennington Road (now private offices) 328 Kennington Road, 324A and 326 Kennington Road, 320 and 322 Kennington Road and 318 Kennington Road.

Locally Listed Buildings

3.2.5 379 Kennington Road is a locally listed building.

Other Heritage Assets

3.2.6 Kennington Green is a designated London Square (protected under the London Squares Preservation Act 1931).

Townscape Character Areas

TCA 07: The Oval

3.2.7 This area is dominated by the Oval Cricket ground, a very substantial structure and local landmark which dominates the local street pattern. The Kennington Oval loops around the cricket ground and is fronted by 4-5 storey blocks of flats which form parts of the many estates which are present in the TCA. The post-war Claylands Road Estate lies to the south of The Oval whilst the 1930s Kennington Park Estate, one of the London County Council's largest inter-war estates of five storey neo-Georgian blocks of flats, lies to the north. The Beefeater Gin Distillery, the gasometers at Montford Place, a number of vacant and derelict sites, schools and a large superstore form important components of the area's character. The Kennington Conservation area was extended in 2012 to include the Beefeater Gin Factory. The sensitivity of this area is assessed as being **medium**.

TCA 09: Kennington

3.2.8 This area, which broadly conforms to the boundary of Kennington CA, is predominately residential comprising a mixture of Georgian and Victorian residential terraced housing and post-war estates and infill development. It is centred on the junction of the A3204 Kennington Lane and the A23 Kennington Road which is a vibrant local centre with numerous small shops, restaurants and bars, many with contrasting, colourful frontages. Georgian townhouses front the wide A3 Kennington Park Road in the east of the area with mature street trees in the wide pavements in front. The residential areas between the main roads are quiet and often secluded. Private open space prevails with most houses having gardens. Communal open space with access limited to residents linked to housing estates is most common in the north of the area. Cleaver Square, a high quality, publicly accessible tree lined space is located close to the A3 Kennington Park Road, fronted by Georgian townhouses. Kennington Green, a small open space with mature trees is located adjacent to the A23 Kennington Road increasing openness locally. This open space has suffered from neglect and railings have recently been removed. Light industry and commerce is most common in the south with the reuse of old building typical along Kennington Road and mews development along Stannary Street. The sensitivity of this area is assessed as being **high**.

3.3 Significance of Heritage Assets

3.3.1 The methodology for assessing the significance (or sensitivity) of heritage assets and the magnitude of change is described in ES Volume I, *Chapter 8: Archaeology and Built Heritage*.

3.3.2 The site is within the setting of Kennington CA and Kennington Green, a designated London Square, both of high sensitivity.

3.3.3 The site is within the setting of 3 Montford Place, 362, 364 and 366 Kennington Place, 356 Kennington Place, 354 Kennington Place, 350 and 352 Kennington Place, 348 Kennington Place, 346 Kennington Place, The former Vauxhall Manor School now The Lycee, Stannary Street, Old Town Hall, 367 Kennington Road, 328 Kennington Road, 324A and 326 Kennington Road, 320 and 322 Kennington Road, 318 Kennington Road, all listed at Grade II and of high sensitivity.

3.3.4 The site is within the setting of a locally listed building of moderate sensitivity, 379 Kennington Road, and other undesignated buildings of low sensitivity.

3.4 Impact of Proposed Demolition on Heritage Significance

3.4.1 The impact of demolition of a section of the modern traditional brick wall (resembling a single storey gate house from the Green - with arched blind windows) to the eastern boundary of the Beefeater Gin Distillery has been considered on each of the heritage assets described above. To do this the following questions from the English Heritage guidance on Conservation Areas have been answered as follows:

- *Is it the work of a particular architect or designer of regional or local note?* No. The elements to be demolished are of fairly standard construction boundary features.
- *Does it have landmark quality?* No. The wall is fairly non-descript and small scale. From a distance the wall contributes to the enclosure of the Green but on closer inspection it is clearly of a poor quality construction with a poor choice of brick.
- *Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?* Partly. The brick wall reflects the building materials used in many of the surrounding buildings, particularly around the Green itself and down the eastern end of Montford Place.
- *Does it relate to adjacent designated heritage assets (DHA) in age, materials or in any other historically significant way?* Partly. The brick wall relates slightly in terms of materials to many of the designated heritage assets.
- *Does it contribute positively to the setting of adjacent designated heritage assets?* Partly. The wall provides an unobtrusive contribution to the setting of Kennington Green, by providing a degree of enclosure.
- *Does it contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?* Yes. The low height of the wall allows the opening out of one of the corners of the Green, and use of building materials that are prevalent in this area.
- *Is it associated with a designed landscape e.g. a significant wall, terracing or garden building?* No. Neither features are associated with a designated landscape.

- *Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?* No. The wall is not considered to do that.
- *Does it have significant historic association with features such as the historic road layout, burgage plots, a town park, or landscape feature?* Partly The Beefeater Distillery site is not considered to have a particularly historic association, as it was constructed in the early 20th Century. However, the wall is associated with the edge of the Green.
- *Does it have historic associations with local people or past events? Does it reflect the traditional functional character or former uses in the area?* No. The wall is not considered to be associated with the traditional functional character.
- *Does its use contribute to the character or appearance of the area?* No. The wall is not considered to contribute to the character or appearance of the area.
- *Degree to which its historic form and values have been eroded?* Several of the elements associated with the existing Green (including the walls and pavements which bound it) are in poor condition.

Lambeth Council. (2012). *Kennington Conservation Area Statement* (available: <http://www.lambeth.gov.uk/NR/rdoonlyres/7F655C97-7AAD-4F2B-BDD8E1E7AFFDFEB/0/KenningtonConservationAreaStatement2012.pdf>. Last accessed 6 March 2013).

3.5 Summary

- 3.5.1 It is considered that the demolition of the brick wall will result in a low to negligible magnitude of change to the setting of surrounding heritage assets, and the overall significance of these assets is not considered to change.

3.6 Consideration of the Effect of the Proposed NLE Head House on the Significance of Heritage Assets

- 3.6.1 The proposed head house is linked to the surrounding houses by its proportion and massing. The width of the head house has been divided in two, which enhances the verticality of the building. The recessed central part draws from the language of the recessed secondary structures evident around the Green. Following consultation with English Heritage, the proportions of the facade to the Green have been amended to enhance its verticality further.
- 3.6.2 The ventilation requirements of the head house demand large areas of louvres but the largest has been set back into a roof structure which frees up the elevation to the Green to provide decorative treatment. The mansard roof structure is intended to echo the roofs of the nearby houses.
- 3.6.3 The head house will be built from London stock brick as the surrounding buildings and the mansard louvres will be coloured to match the neighbouring slate roofs.

3.7 Conclusion

- 3.7.1 The head house building replaces an inferior quality wall with accommodation which is in scale with the rest of the buildings around the Green and built from sympathetic materials. Urbanistically, its presence helps to complete the enclosure of the Green at an appropriate scale which has been lacking since the demolition of the houses early last century.
- 3.7.2 The structures that will be lost are of low to negligible importance themselves and on the setting of local designated heritage assets, and therefore the replacement structures will result in a beneficial overall effect.



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