

3.5 Battersea Station

Location

- 3.5.1 The proposed site of Battersea station is within the southern section of the BPS redevelopment site, to the north of Battersea Park Road and east of the existing railway, as shown in Figure 3.14.

Context

Surrounding land use

- 3.5.2 The site has largely been cleared in preparation for the BPS redevelopment. Railway lines, viaducts and gas holders lie to the west and residential properties are located on the south side of Battersea Park Road.
- 3.5.3 The BPS redevelopment will eventually provide approximately 3,500 homes with shops, restaurants, cafes and bars, offices, hotel and conference facilities, community facilities and a new riverside park. The station will be located at the southern end of the retail street, known as the 'High Street', set back from Battersea Park Road. The northern end of the High Street will be anchored by a new town square in front of the restored Power Station building.

Character

- 3.5.4 To the north of the site lies the iconic Power Station, a Grade II* listed building, whilst the rest of the site is surrounded by gas holders, residential uses (four to six storey blocks of flats) and light industrial uses. Adjacent to the Power Station is Battersea Dogs and Cats Home (largely built in the 1990s), including the original cattery, Whittington Lodge. The Lodge, designed by Clough William-Ellis and built in the 1920s, is a heritage asset.

- 3.5.5 It is important to note that when the station is complete, proposed surrounding development may not have been built out fully. With this in mind, the design of the station entrance is intended to respect the view of the Power Station in the background.

Movement

- 3.5.6 At present, the site is served by two bus routes along Battersea Park Road and a further three on Queenstown Road. Battersea Park Station is approximately a 300m walk along Battersea Park Road while Queenstown Road Station is some 400m away. There is access to cycle routes along Battersea Park Road and Nine Elms Lane from the site to central London and beyond.
- 3.5.7 The area is currently fragmented by main roads, railway lines and large industrial/commercial buildings that limit the choices of routes for pedestrians and cyclists, especially when trying to move north or south. The PERS audit of the area immediately around the site found the pedestrian environment to be hostile and unfriendly with poorly maintained and poor quality footways with a high volume of Heavy Goods Vehicles (HGVs), sometimes even using the footways as an extension of the road (on Cringle Street).

- 3.5.8 When complete, the new station will be the most significant improvement in the area's public transport provision.

Constraints

- 3.5.9 A number of physical constraints have influenced the design and layout of the new station and are shown here on Figure 3.15. These include:

Figure 3.14 Battersea Station – Existing Site with Proposed Station Box and Crossover Box (Indicative)



- the Thames Water ring main (a high pressure water tunnel) to the east;
- Battersea Park Road to the south;
- the adjacent main line railway to the west;
- the need to interchange with other forms of public transport using Battersea Park Road;
- an operational requirement for a railway crossover box immediately outside the station;
- the need to integrate with the wider master plan for the BPS site.

Site-specific design principles

3.5.10 In addition to principles identified in Table 3.2, there are a number of specific design principles which are applicable at Battersea station and the setting of the Grade II* listed Battersea Power Station. These are as follows:

Internal layout

- A bank of three heavy duty metro type escalators between surface level and ticket hall - with a total rise of approximately 13.5 metres have been included in the station design, along with a further two banks of two escalators and a passenger lift providing step free access between the upper concourse and platform level.
- The design incorporates two designated fire lifts in the design - one at each core.

Station entrance design

- The external appearance of the station entrance should be of a striking architectural design, which complements the BPS masterplan and sympathetic to the setting of the listed building.

Figure 3.15 Battersea Station – Existing Site Constraints



- The station entrance is anticipated to be a single, free-standing pavilion facing Battersea Park Road at street level, positioned clearly so that it is visible on approach and to provide an easy interchange with other forms of transport such as buses, on Battersea Park Road.
- In the context of the BPS development, the station entrance should clearly 'signpost' its function as an access point to the NLE – a portal. It would also need to perform a functional service by accommodating the supply and extract ducts required to ventilate the various basement level plant and accommodation rooms.

Landscape and interchange facilities

- The quality of the public realm should be of a high standard. It should also reflect the BPS masterplan and wider VNEB public realm strategy and materials guidance.

Design development

3.5.11 A series of alternative options were developed for the station based on requirements that need to:

- Serve the existing local population (mainly located towards the south east corner of the BPS site);
- Provide effective public transport interchange with existing bus routes which run along Battersea Park Road;
- Increase public transport accessibility levels for the immediate area;

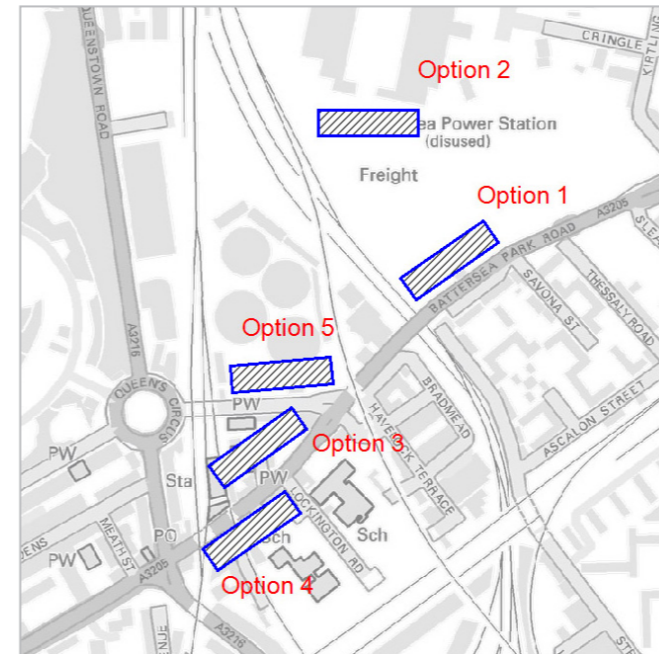
- Serve the proposed BPS development and maintain the integrity of the master plan layout;
- Function as a terminal station for the NLE in line with LUL requirements;
- Minimise negative impacts on existing above and below ground rail and water infrastructure; and
- Consider the alignment of the incoming railway tunnels and outgoing overrun tunnels.

3.5.12 The location options considered are illustrated in Figure 3.16. As with Nine Elms, a detailed assessment of station locations for Battersea was undertaken. This assessment considered: local connectivity; operational requirements; cost impacts; impact of construction; development criteria, and policy compliance. Taking into consideration all of the above, it was decided that the Underground station should be located in the south east corner of the Power Station site (Option 1 shown in Figure 3.16a), with its orientation determined by the alignment of the NLE and overrun tunnels.

3.5.13 A number of station layout options were investigated, before options for station layout and entrance arrangements were developed, some of which are illustrated in Figure 3.16b and 3.16c.

3.5.14 Figure 3.16d shows the design included in the 2012 autumn consultation. 43% of respondents to the questionnaire made comments on the proposed station, 39% of those made positive comments.

Figure 3.16 Battersea Station - Design Development Options



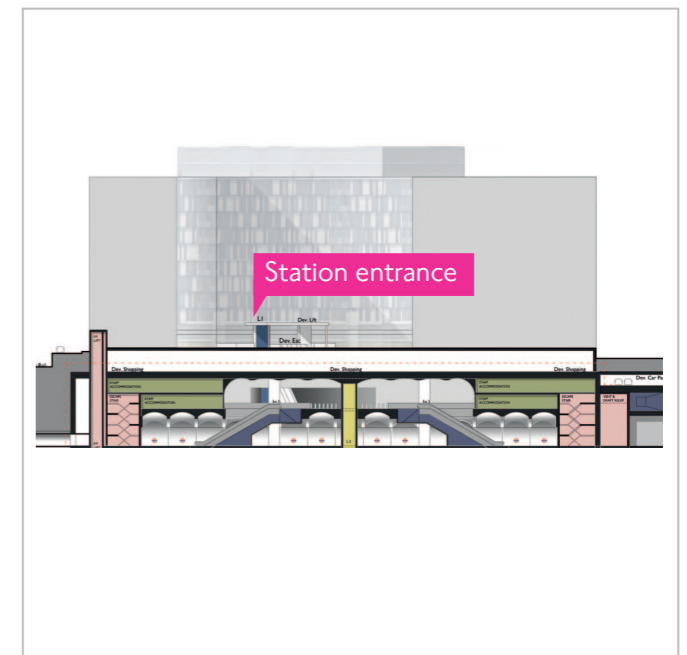
(a) Different locations



(b) Station entrance option



(c) A further station entrance option



(d) Design included in the 2012 consultation

Proposed development

3.5.15 The design, as described in this section, has been developed based on the design principles identified in Table 3.2 and in paragraph 3.5.10.

Amount and layout

3.5.16 In response to the BPS masterplan, the station will be T-shaped in plan view with the main station box parallel to Battersea Park Road and the tunnel. The ticket hall would be perpendicular to the box, extending away from the road towards the Power Station, as illustrated in Figure 3.17. The crossover box would be located to the east of the station box.

3.5.17 The above ground elements of the station design would include:

- The station approach – this would include a ramp leading from Battersea Park Road leading up to the station entrance, with pedestrian ramps on either side of the entrance continuing up to the proposed High Street in the BPS scheme;
- The station entrance pavilion (approximately 370m² at ground level) – this would accommodate three escalators and a 24-person passenger lift to take station users/passengers from street level to the sub-surface level ticket hall;
- The west core at one end of the station box (approximately 216m²) – this includes an intervention point and secondary emergency access; and
- The east core at the other end of the station box (approximately 196m²) – the primary point of entry for emergency services.

3.5.18 Both cores would be eventually incorporated into the proposed buildings as part of the BPS redevelopment.

Figure 3.17 Battersea Station – General Arrangement Plan, Ground Level



- 3.5.19 The sub-surface ticket hall, illustrated in Figure 3.18, would be a generously proportioned main space with daylight penetration where possible. Passengers would need to turn through 180 degrees after disembarking from the escalators in the ticket hall, in order to reach the gateline and upper concourse beyond.
- 3.5.20 The layout of the ticket hall at sub-surface level has been primarily determined by the BPS development. It has also been designed to maximise sight lines to and from the Station Operations Room (SOR) where staff would be able to supervise the gate line and upper concourse (paid side), the passenger lift, POMs and escalators. Where necessary, staff accommodation and light plant rooms would be provided on the upper concourse level (paid side).
- 3.5.21 On the same level as the ticket hall is the upper concourse (paid side) and below that, the platforms are shown in Figure 3.19.
- 3.5.22 Two different sets of developer escalators have been proposed as part of the BPS development. One bank of two escalators connects the surface level (upper retail level +8.0m) to lower retail (+3.0m). These are adjacent to the main bank of three station escalators, as shown in Figure 3.17. A second bank of escalators is proposed from the lower retail level (+3m) into the ticket hall (level -6m). These would be located on the northern most wall of the ticket hall, facing the bank of three station escalators, as shown in Figure 3.18. A fire door would be required to protect the station against these escalators in the event of an emergency situation.

Figure 3.18 Battersea Station – Illustrative Ticket Hall and Upper Concourse Layout

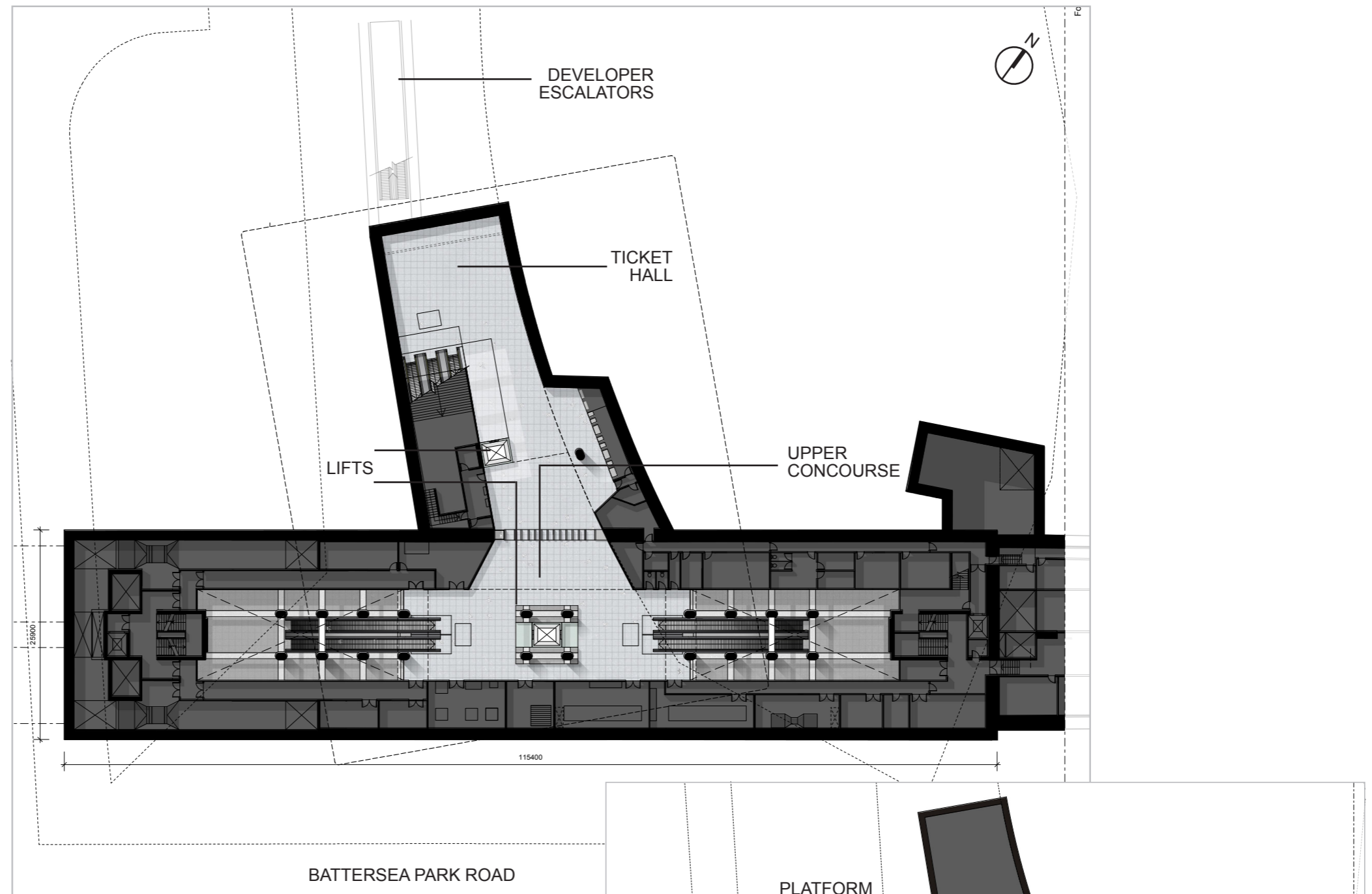
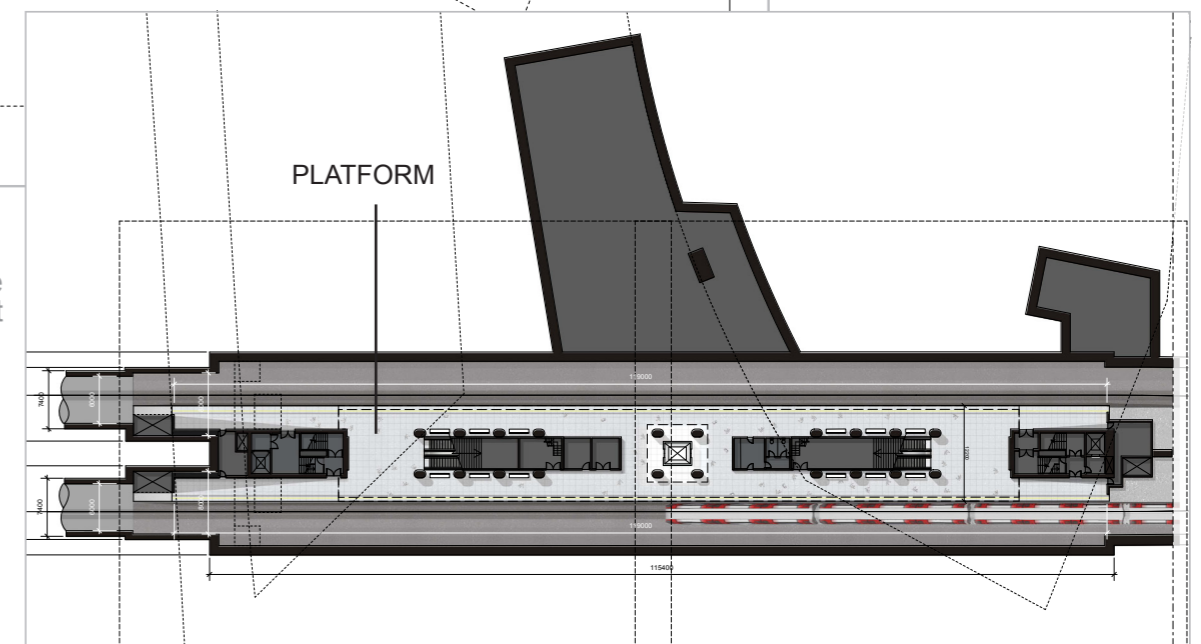


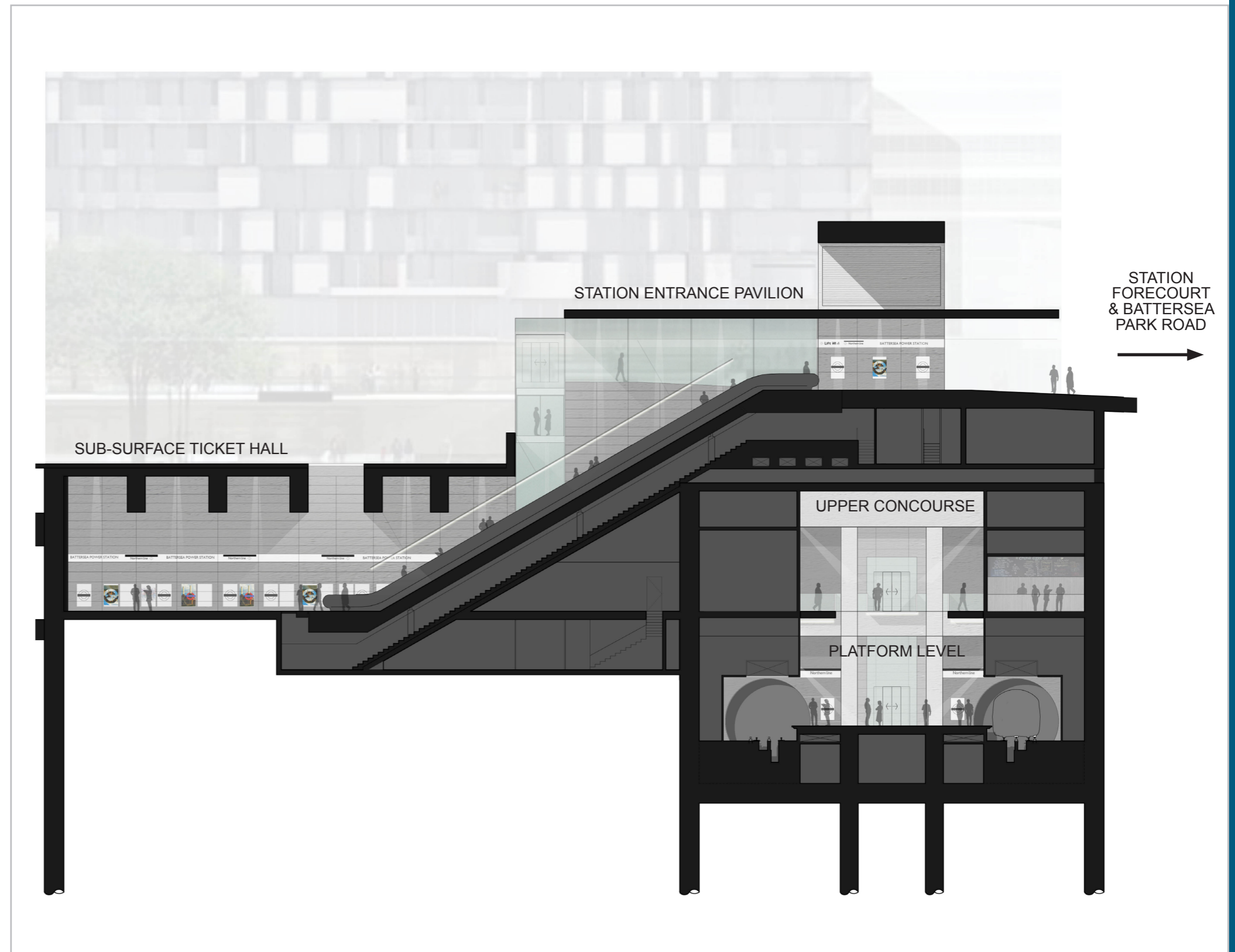
Figure 3.19 Battersea Station – Illustrative Platform Level Layout



Scale

- 3.5.23 The detailed design of the external appearance of the above ground element of the station, including scale, is reserved by condition for subsequent determination by the local planning authority and will follow the relevant design principles highlighted in Table 3.2 and in paragraph 3.5.10. The scale of the station pavilion would be in keeping with its function as an entrance into the sub-surface station, and accord with the aspirations of the BPS masterplan.
- 3.5.24 The pavilion/portal, as described, is illustrative only but demonstrates how this element might be realised.

Figure 3.20 Battersea Station – Illustrative Station Section Showing Entrance Arrangement



Appearance

3.5.25 The detailed design of the external appearance of the above ground element of the station is reserved by condition for subsequent determination and will follow the relevant design principles highlighted in Table 3.2 and in paragraph 3.5.10.

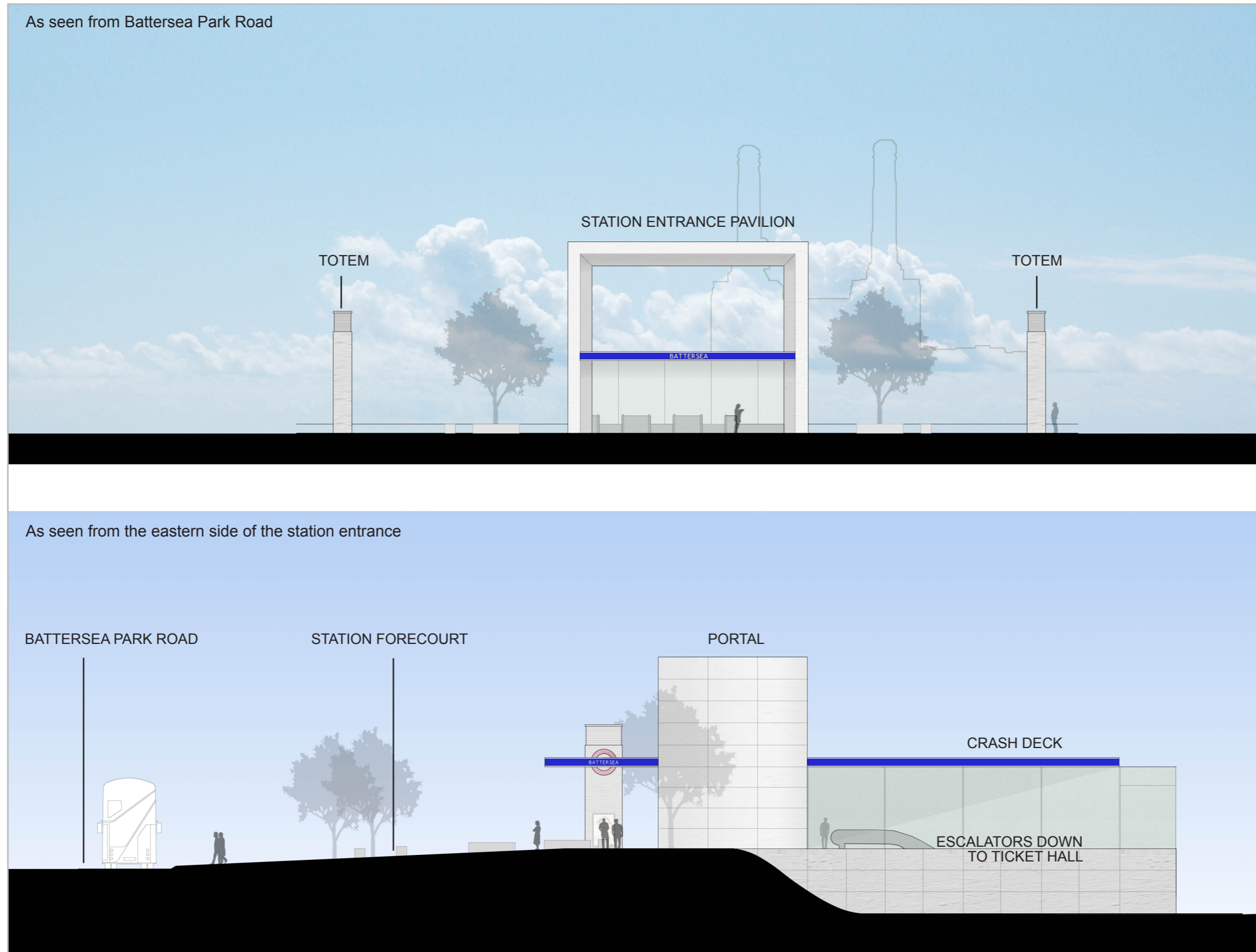
3.5.26 The free-standing station pavilion would be of a high quality design to mark the entrance to the station. The quality of the design would need to be in line with LUL's 'World Class Stations' ambitions and also the wider BPS masterplan.

3.5.27 The illustration in Figure 3.21 shows a portal structure with a cantilevered canopy marking the entrance to the station. Enclosing the escalator; a simple glazed pavilion is illustrated, providing weather protection to those entering or leaving the station.

Figure 3.21 Battersea Station – Illustrative Visualisation of the Station, including outline of BPS scheme



Figure 3.22 Battersea Station – Illustrative Elevations of the Station



Landscape

- 3.5.28 In the interim condition, the station entrance and the two cores would be located within a construction site during the build out of the proposed development. In order to provide pedestrian access to the station during this interim stage, a permanent forecourt and station approach is proposed as part of the station proposals (subject to approval of details). This is denoted by the red dotted line shown in Figure 3.23.
- 3.5.29 Access to the cores would eventually be via two permanent access roads on either side of the station box and proposed development. However, during construction of the BPS scheme, this would not be possible and a temporary access route would need to be provided for the east core - this is discussed in further detail in Section 5.
- 3.5.30 The landscape scheme proposed by the developer is designed to lead users towards the station entrance and to Battersea Power Station beyond. Landscaped areas directly in front of the station entrance included as part of this TWAO application seeks to integrate with the potential BPS landscape scheme.
- 3.5.31 Directional tree planting, raised planters and high quality street furniture would guide users to the station entrance and the retail street beyond, illustrated in Figure 3.23. The station entrance forecourt would include feature paving. Wayfinding signage would be combined with louvres and vent ducts in 'totems' based on Legible London principles. Bollards would be provided around the station entrance for security.
- 3.5.32 Station cycle parking would be provided along Battersea Park Road. Further detail is provided in Section 5.

Figure 3.23 Battersea Station – Illustrative Landscape Masterplan



Refuse and servicing

- 3.5.33 Waste would come up through the west core and be taken away via the access road to this core.
- 3.5.34 The station would require 24 hour service access to take account of tube and station maintenance - for example, the replacement of plant such as fans and traction power. Plant replacement at Battersea station would be via a hatch in front of the station entrance at street level which would be landscaped over. This would allow for the replacement of the traction substation which is provided for future proofing for the NLE should it ever be extended further. Heat from this substation is extracted via the totems at street level which would incorporate louvres as well as wayfinding information (further detail on wayfinding is provided in Section 5).

