

2 Strategic links to the river

The public realm strategy for the OA seeks to address a longstanding deficiency in this part of Lambeth and Wandsworth, namely the segregation of the residential hinterland to the south from the riverside. The lack of physical linkages across the OA is a long standing issue which needs to be addressed to enable social integration and connectivity of existing housing to new jobs, social infrastructure and open space.

Figure 7.13 identifies opportunities to improve existing routes and deliver new routes through the delivery of a series of strategic river links that run north to south across the site. Achieving public access through the railway viaduct and New Covent Garden Market where none exists at present will be key to unlocking north-south permeability. Landowners whose sites border the viaduct will be expected to engage with Network Rail to secure these connections.

At the locations where existing and new connections to the riverside are made, significant public realm improvements will be required, as well as improvements along the length of the riverside.

In addition, new pedestrian / cycle crossings will be required on the existing road network to ensure safe, good quality linkages for pedestrians are delivered.

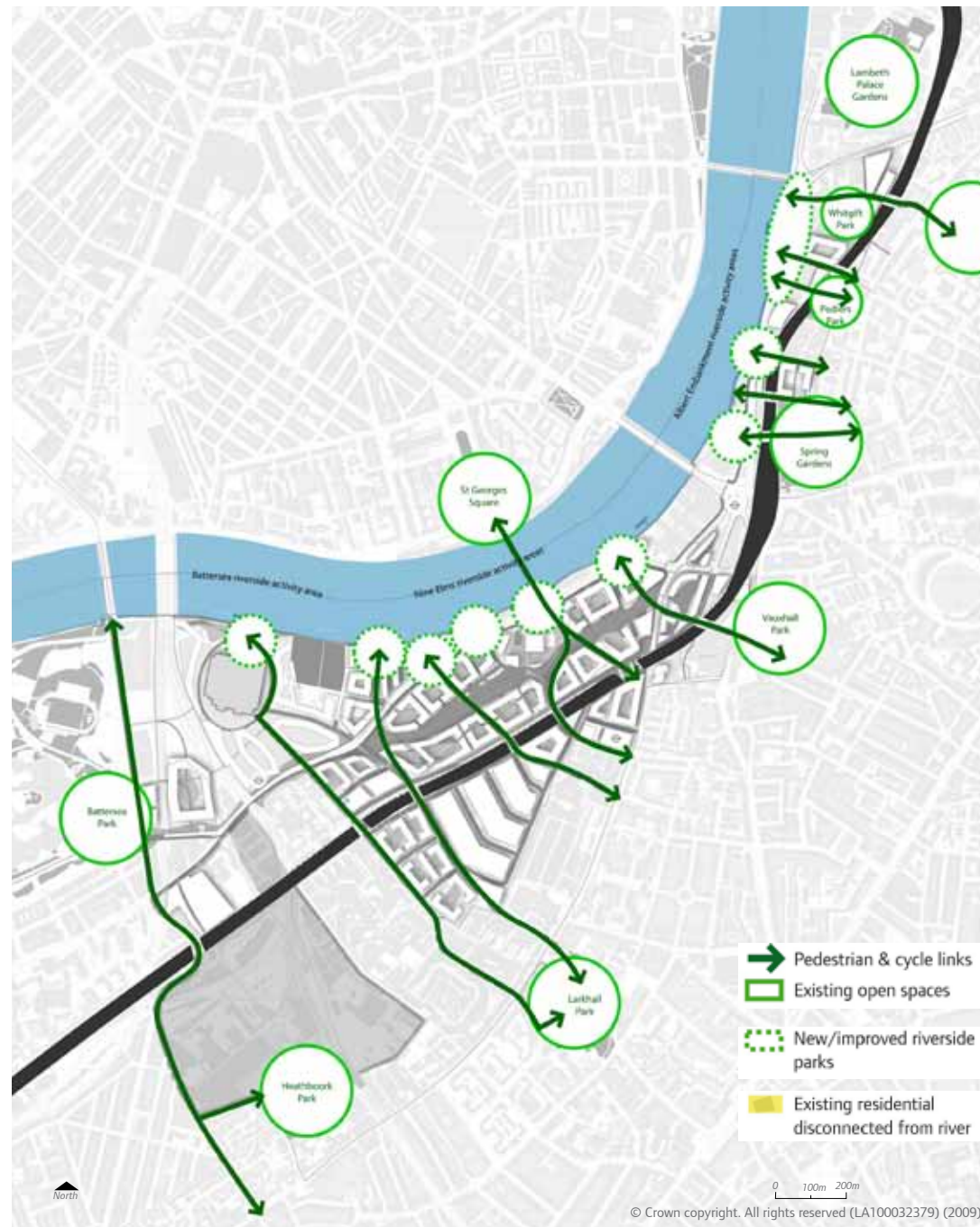


Figure 7.13 Illustration of the fingers



Light at the end of the tunnel, Southwark



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Spitalfields Market



Borough Market



Figure 7.14 The fingers

3 A new linear park



Figure 7.15 Nine Elms

Given the quantum of development likely to come forward in the OA, a significant step change in the quantity and quality of public realm will be required. At a strategic level this will include a new green link from Lambeth Palace to Battersea Park, which will act as a unifying element in the OA. At some points along its length this will be a pedestrian and cycle route to enable better connections to and through the OA, and in Nine Elms where there is an existing deficiency in open space provision, a new linear park will be created.

The linear park will act as a focal point and recreational resource for the new community in Nine Elms and the existing communities nearby. It will provide a variety of recreational functions and should include sports pitches, formal and informal children's play areas, water features, community growing areas and seating areas. The park should be experienced as a contiguous space with common themes and landscape treatment unifying different character areas. Spaces and uses within it should be organised

to make optimum use of light and shade at different times of the day. The park's edges should be activated and its character defined and enhanced by complimentary uses such as cafes, community and leisure facilities and residential front doors and gardens. Landscaping materials should be high quality and low maintenance.

Vehicular movements across the park should be minimised in line with figure 7.15. Where they cannot be avoided, they should be designed so that pedestrians and the recreational function of the park take priority. Cycling should be allowed through the park to provide an alternative off-road route to Nine Elms Lane.

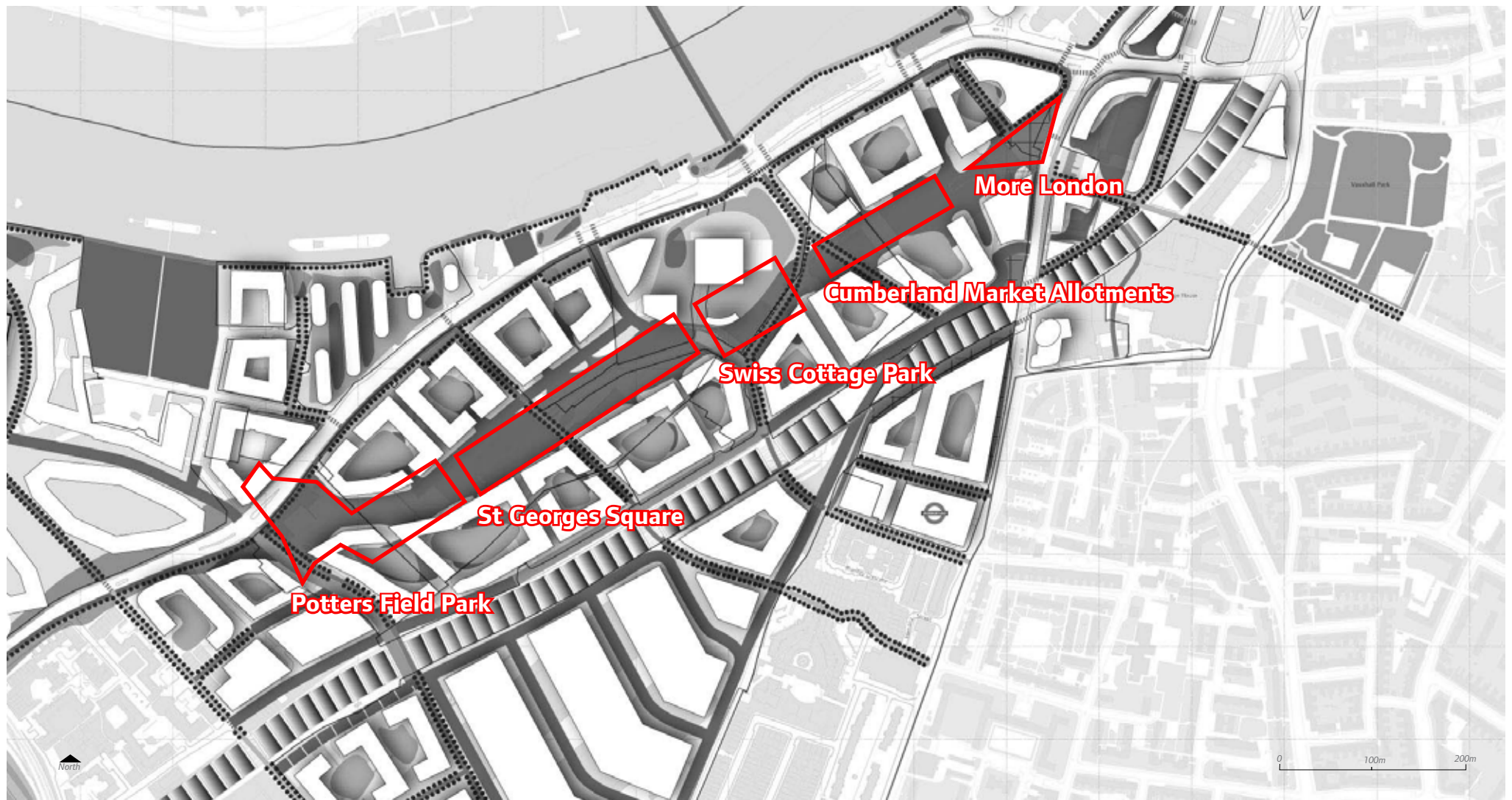
The park will also provide an opportunity to deliver other planning functions and utilities infrastructure in an integrated manner. Water features will perform a flood attenuation function and the main route through the park will enable connection of the planned district heat network from Battersea Power Station to New Covent Garden Market and other major developments.

St George's Square in Pimlico and Hammarby in Stockholm have been identified as precedent examples for the park space.



Figure 7.16 The park

Existing parks for comparison to proposed linear park



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Figure 7.17 Nine Elms



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St Georges Square



Cumberland Market Allotments



Swiss Cottage Park



More London

Note: For scale comparison , the aerials maps and the detail masterplan are of the same scale



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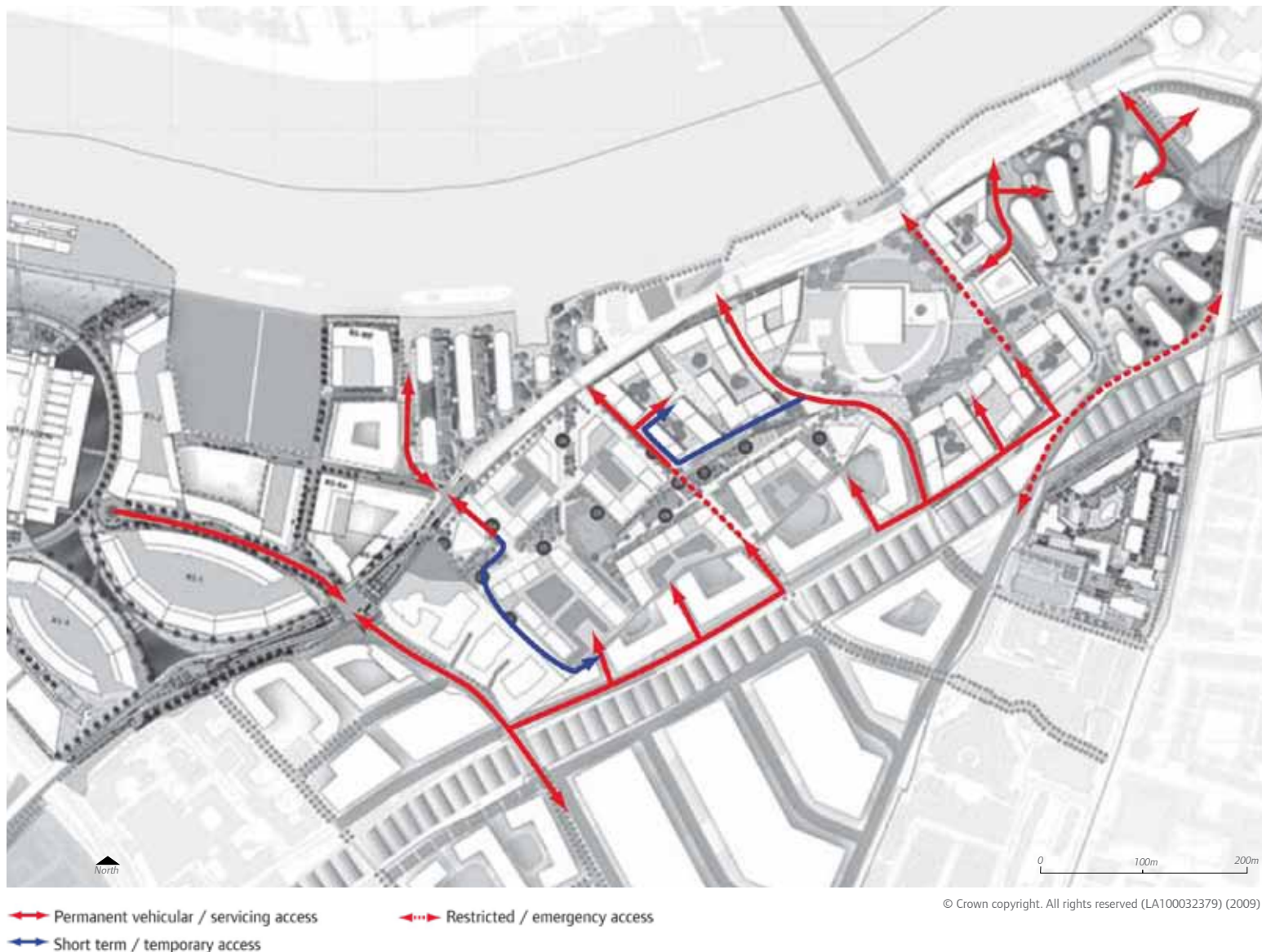


Potters Field Park



Illustrative view along the linear park

source: Ballymore & Camlins



Having created the linear park the aspiration is to minimise the number of vehicular routes that cut across the space. There are two routes that are intended to be short term in nature. To the west there is a current access shown across the Royal Mail site that would service the retained delivery office on the site. The long term aim is to ensure that redevelopment of the Covent Garden Main Market site provides access into the Royal Mail site from a shared servicing arrangement with New Covent Garden Market. This could potentially be delivered along the railway viaduct and would obviate the need for commercial traffic cutting across the western end of the park.

In the central section of the park the Ballymore Embassy Gardens development will have a temporary vehicle access along the northern perimeter of the park. This is intended to be replaced in due course by vehicular access from Nine Elms Lane. This should enable a situation in which there remains a single vehicle access over the park adjacent to the Embassy at the relocated Ponton Road. At the point the road crosses the park the intention is that the surface treatments clearly indicate that the road is part of the park landscape and that pedestrians have priority.

Figure 7.18 Vehicle circulation routes

Illustrative western park entrance

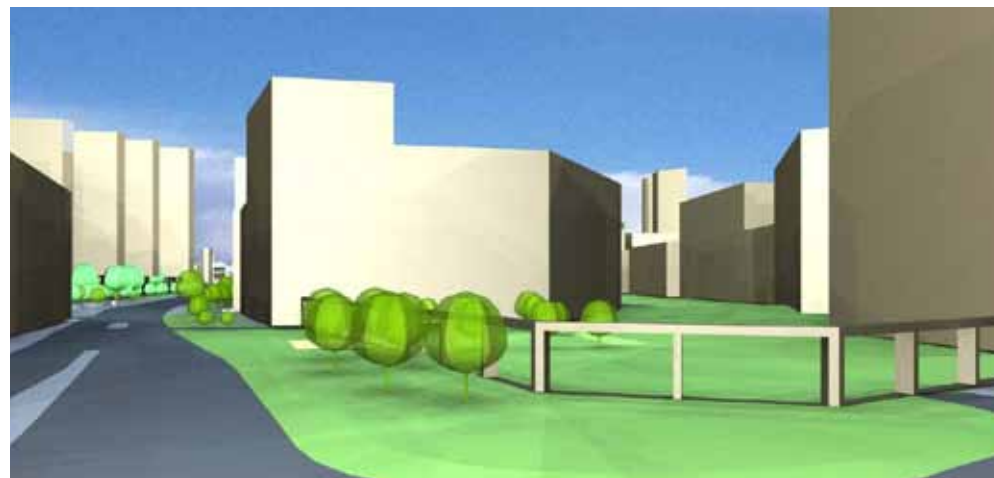


Figure 7.19 View of the linear park from Nine Elms Lane looking east

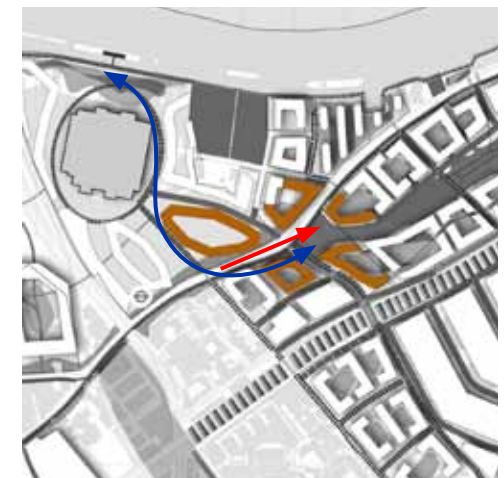
Western park entrance

The western entrance to the park should celebrate and maximise the park's character defining role. It should offer a generous frontage to Nine Elms Lane and read and be understood as a main park entrance. It should be framed by buildings that come forward on the Booker cash and carry site, at Nine Elms Lane/ Kirtling Street and on the Power Station site, which should work together to form an appropriate setting and enclosure for the space. Potters Field Park is a precedent example of a successful park entrance adjacent to a main road.

Appropriate measures must be put in place to facilitate the continuation of the strategic route from the west end of the linear park across Nine Elms Lane/Battersea Park Road and through to the new riverside park on the Power Station site. Improved crossings at the junction are part of the solution. The approved masterplan for the Power Station site has the benefit of providing clear routes and connections from the linear park, through to the Power Station itself and then onto the riverside park. The sweeping forms of the crescent shaped buildings work well with the entrance to the linear park, providing clear lines of site into and out of the park. This would encourage permeability and movement along the park space through the Power Station site and ultimately to Battersea Park, delivering one of the key aspirations of the OAPF. Should the masterplan be amended, whilst the detailed design of any new scheme may vary from the approved plan, these key principles of movement and connection should continue to be delivered between the western entrance of the park and the riverside.



Western park entrance



Western park entrance

Illustrative eastern park entrance



Figure 7.20 Nine Elms