

ATTACHMENT 1 (SCHEDULE 5 - PART 1) CALL-OFF CONTRACT INFORMATION

APPENDIX 1

NORTHERN LINE EXTENSION:

BRIEF FOR DESIGN SERVICES

Introduction

Design consultants are required to form part of a design team working with Halcrow, the lead consultant, their specialist advisors, and with the client – TfL, on the design of shafts and the context of the stations for the Northern Line Extension.

Background

The preferred route for the Northern Line Extension has been selected following an extensive consultation process with key stakeholders and locations selected for two new stations and shafts which will service the line.

Halcrow are leading a technical team which is designing the below ground infrastructure. Some important initial concept design work has been started on the layout of the stations and shafts but in parallel with the below ground works, the development of above ground elements of the stations and their context are needed. The latter is largely confined to the context, but the team will need to work closely with the station infrastructure designers. These will be challenging for a range of reasons including an ambitious programme, technical requirements relating to the construction of underground rail link, designations of above ground locations and space requirements.

Services

Design consultants are required for design work in relation to the stations and the shafts. These will need to be designed to a level commensurate with a detailed planning application – RIBA stage D.

For the stations, we are mainly concerned with the above ground elements and will be seeking planning permission on the basis that the details of siting, design and external appearance will be submitted at a later date to the local planning authority for approval. Therefore, the design service required will be to assist in the development of the design and produce appropriate drawings and other material to form part of the planning application that is sufficient to establish and demonstrate that the stations will fit with and are appropriate to their future context, including public realm and the associated over site development (OSDs) and other existing and proposed development nearby.

For the shafts, all will involve a head-house for which detailed designs will be needed, including siting and external appearance to support applications for full planning permission including, where necessary, conservation area consent. A simple head-house above the shaft will be in the region of 20m² whereas one which incorporates a substation could be in the region of 200m².

STATIONS

Nine Elms Station

Designs are required for the station which is located between Wandsworth Road and the Railway Viaduct. The exact location of the station box is still being explored and the outcome of this work may have implications for the location of the ticket office and associated operational areas for the station. It will also have an influence on the disposition of uses as part of the over site development opportunities.

The site for the station is currently spread over 3 separate land ownerships, the majority of which is part of wider (separate) development proposals by both Sainsbury's and Banham Securities Limited.

New Covent Garden Market Authority has no current proposals for this site although they have recently been granted outline planning approval to redevelop the wider Market site within Wandsworth.



The existing Banham proposal is for:

The demolition of existing buildings and redevelopment of the site involving the erection of a part 13, part 6 and part 3 storey building to provide 3,964 sq.m office space (Use Class B1) at ground, first and second floor levels and 63 residential units (Use Class 3) on the upper floors together with a basement level to provide 31 car parking spaces, 5 motor bike spaces and 68 cycle spaces.'

Sainsbury's have a 'hybrid' permission in principle, with a flexible outline in the vicinity of the station which is described in the description of development as:

"Outline planning permission (with appearance, landscaping and access to be Reserved Matters) for 105 msq of flexible A1, A2, A3, A4, D1 floorspace and 66 dwellings within 2 blocks. In addition outline planning permission is also sought for a further 1736 msq of flexible floorspace for use in association with either the proposed Nine Elms Northern Line station or A1, A2, A3, A4, D1 use."

The plans show an LUL Station Box works zone being developed following the redevelopment of the main part of the site, which will include the main vehicular access to their residential users within the development in the longer term via a ramped/car lift entrance accessed from Pascal Street. The designers will need to factor discussions with Sainsbury's and adjoining landowners into the design of this area and consider how the station box and car park entrance interact.

Currently, there are options for the location of the station entrance/ticket office entrance either along an internal street connecting Wandsworth Road to the New Covent Garden site behind or directly onto Wandsworth Road. Much will depend on the arrangement of the ticket hall and its relationship with the station concourse and platform levels below as well as on the CGMA and Banham sites.

In this regard, the design work will include revisiting concept designs for the station from platform level to ground level, working closely with TfL's technical team. It should also include the potential arrangement of over station development in the context of the permission described above.

The development of the site is complicated by a number requirements and the station will need to be designed to allow for:

- car parking access and servicing for the redevelopment of the three sites including the over site development
- access to existing residential communities
- residential access to the CGMA 'Garden Heart' and future emergency access to the NCGM site.
- pedestrian and cycle routes through the area (OAPF strategic links).

A masterplan has been produced for the Nine Elms Area to the north based on the OAPF and the proposals will need to stitch the station and its immediate public realm into the proposals, especially in terms of pedestrian routes and public realm network including links to CGMA's proposed 'Market Heart' and access through the viaducts to the proposed US Embassy Square, Embassy Gardens, Nine Elms Parkside and to the river walk.

The station needs to be accessible and visible from both west and east directions.

Battersea Station

The location of the station (at grade) and its surrounding context/public realm has been approved as part of the masterplan for the BPS site (permission granted in 2011). Following the recent sale of the site this may need to be reviewed in the context of scheme refinements by the new owners and other variables. This element should be costed separately.

SHAFTS

There are potentially three shafts located between Kennington and Nine Elms, in between or close to the running tracks of the tunnels. All will inevitably have an above ground presence, although the settings are significantly different.

Intermediate intervention shaft

If required, an Intervention shaft will need to be provided at a location to be agreed, incorporating a ventilation function but also allowing access for emergency services. This shaft will also require a substation built into it.

Besides the design of the above ground elements, the designers would also need to consider and advise on the context works. This could involve the selective removal of properties to incorporate the shaft and working areas or landscaping to integrate the above ground requirements into the open space.

However, work is still continuing on the selection of the most appropriate site and a decision still has to be taken on whether the shaft can be designed out.

Kennington Park

This shaft will have a ventilation function although if the intermediate shaft is not required, then a substation will need to be incorporated. The setting of the shaft will be sensitive. Kennington Park is a listed park and is within a conservation area. The design will need to reflect these designations and respond accordingly.

A number of suggestions have been made for the location of the shaft, one involving the replacement of a lodge building on the edge of the park. If so, then Conservation Area Consent would be needed. Some design work around the location may be

required and the most appropriate form for the shaft to take within the park. For example, this could involve designs which wrap another use around the structure, disguising the primary use but providing a benefit to the park and its users.

Other suggestions have involved hiding the structure within the landscape through earth banking and the use of retaining walls. Consideration will have to be given to the sensitivities

Kennington Green

It is currently envisaged that the head house for this shaft will be located within the adjacent distillery, behind a decorative section of wall designed to contribute to the wider space, although an alternative option may need to be considered. The Green, a small grassed area adjacent to Kennington Park Road, will be the location of the shaft itself, with a link basement to the head house. It is anticipated that a landscape architect will be required to produce a scheme for the reinstatement of the green which improves significantly on the current arrangement whilst respecting part of its function as a setting for the listed buildings which partially define the space.

Governance /role

The successful design team will report to the Northern Line Extension Project Team – Design Manager. They will be appointed by TfL but will work closely with Halcrow, the lead consultant, as part of their design team. Part of this team will include a technical design advisor, largely responsible for the design of the below ground infrastructure at the stations and the vent locations. The successful designers will need to work closely and effectively with the design advisor and the wider technical advisors.

Consultants

It is anticipated that the following consultants will be required:

- Architects. A knowledge of the technical requirements around station and vent design is essential.
- Landscape Architects. Practices or individuals with an appreciation of heritage sensitivities would be an advantage.

Process

1. Review of existing information, including technical reports.
2. Production of design options for each location. These should demonstrate different approaches to the locations and elements. An options report would be produced and a preferred option selected through the NLE Working Group.

3. Development of preferred design option. A preferred option would be refined to RIBA D.
4. Production of planning drawings. A pack of drawings would be required for the TWAO.