

# Northern line extension

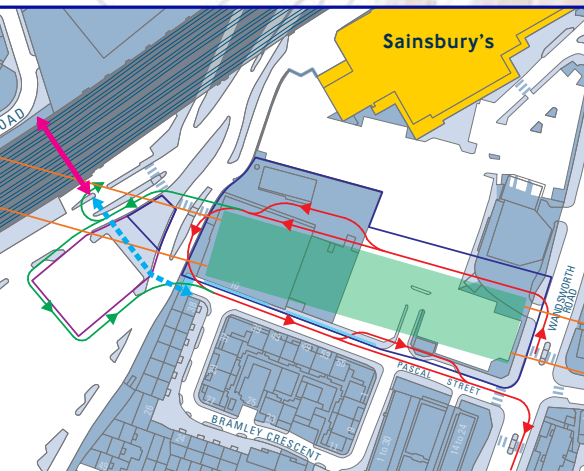
## Factsheet E: New station at Nine Elms

**Key**

1. Nine Elms Station building
2. Security bollards
3. Avenue trees
4. Barclays cycle hire
5. Way finding
6. Cycle stands
7. Feature trees
8. Inground lighting and artworks
9. Pedestrian crossing
10. Adjacent development
11. Raised table for vehicle crossing point (Temporary surface)
12. Pedestrian and cycle route (Temporary surface)
13. Rail arch - pedestrian cycle route with inground lighting feature
14. Station entrance



Proposed Nine Elms station and surrounding public space



**Key**

- Construction site perimeter for the duration of the work
- Primary construction traffic route
- Construction traffic route for 12-18 months
- Proposed Northern line extension
- Construction site for 12-18 months
- Station box
- - - Pedestrian route (post construction)
- Pedestrian underpass through arches (post construction)
- Suspended parking during construction



## 1. Introduction

As part of the Northern line extension (NLE) a new Tube station is proposed at Nine Elms. The station would serve the development sites on the eastern side of the Vauxhall, Nine Elms, Battersea Opportunity Area as well as the existing local communities.

The new station would put thousands more people within easy walking distance of the Tube network and reduce journey times to the West End and the City to less than 15 minutes. It would significantly increase transport accessibility, providing a new interchange with local bus services and an alternative to the existing, but busy, station and interchange at Vauxhall.

There would be two station entrances, one on the corner of Wandsworth Road and Pascal Street and the other on to a new parallel pedestrian street to the north of the station. Both will provide access to residential, retail and office developments in the Vauxhall, Nine Elms, Battersea Opportunity Area.

## 2. The proposal

The proposal is for the construction of a new Tube station that would be integrated with the surrounding local area and provide:

- Two entrances
- A ground level ticket hall

- Three escalators and a lift giving access to two spacious platforms
- A fully accessible, step-free route between street and trains
- Links to pedestrian and cycle networks, including providing access through the railway arches to the north connecting to Ponton Road, Nine Elms Lane and the River Thames
- Secure cycle parking
- Improved public realm and tree planting

The proposals are designed to include the potential for future development over the station.

## 3. Design

The designs of the station are illustrative only at this stage and will be developed in consultation with the local authorities and other stakeholders. The proposals will be consulted on locally and subject to approval by the local authority. The illustration (top right) shows how the station might appear when viewed from Wandsworth Road.

The design of any potential future development over the station would be subject to a separate, detailed planning application, but the illustration (bottom right) shows how this could look, with retail and offices at ground and first floor and residential flats above.



## 4. Construction impacts

To construct the station at Nine Elms, there would be a temporary construction site. It is likely that this would be in two separate parts.

For the duration of the works the main part of the site would be located on land bounded by Pascal Street, Wandsworth Road and the Sainsbury's site to the north. The smaller part would be located to the west of this and would decrease in size after the first 12 – 18 months of construction.

Access for Covent Garden Market operational traffic would be maintained. Traffic to and from the site would be during normal working hours. These are detailed in our code of construction practice as 08:00 to 18:00 on weekdays (Monday – Friday excluding bank holidays) and 08:00 to 13:00 on Saturdays.

Any lorry movements outside of normal working hours will be kept to a minimum and they would be subject to approval by the local authority under section 61 of the Control of Pollution Act. This application would be submitted by the contractor appointed to undertake the works. For further details of the code, please see Factsheet H: Our approach to managing the construction impacts of the NLE.

## 5. Traffic

Construction vehicles would enter the site directly from Wandsworth Road and exit via Pascal Street on to Wandsworth Road.

During construction there would be activity around the site, including traffic to remove excavated material and deliver site supplies. The most concentrated phase of construction traffic activity would be over an approximate 42 week period, for the excavation of the underground station area (the station box), when between 100 – 200 vehicles per day would visit the site. For the rest of the programme, there would be 45 vehicles or fewer per day.

## 6. Parking

To keep obstruction to a minimum and avoid the need for construction traffic to park on local roads vehicles will stop and load/unload within the construction site.

A total of 13 on-street car parking spaces and five motorbike parking spaces would be suspended on Pascal Street during the construction period. Parking surveys conducted in the area indicate that there will be adequate parking available close by.

## **7. Trees**

As part of the environmental statement a detailed analysis of the temporary impacts during construction has been undertaken, including an arboriculture survey of all the sites required to build the NLE. At Nine Elms, eight mature or semi-mature trees will be removed during construction. Once works have concluded at the site, an extensive replanting programme would be undertaken, to include a new avenue of trees along Pascal Street. This would be agreed with the local authority with the intention of restoring the landscape to a higher standard than the one that currently exists.

## **8. Code of construction practice**

We understand residents' concerns about potential disruption during construction of the NLE and we will seek to keep this to a minimum. We will be required to adhere to a strict code of construction practice which is being agreed with the local authorities. The code includes provisions on construction, noise, vibration, dirt on highways and working hours. Please see Factsheet H: Our approach to managing the construction impacts for the NLE.

## **9. Compensation, blight and hardship**

Owners of land directly affected by construction or the operation of the NLE may be entitled to claim compensation. Entitlement to compensation is governed by legislation and case law known as the Compensation Code. In some cases, landowners whose property is directly blighted by the prospect of the NLE may be entitled to require their property to be acquired from them early. Further information both on the Code and on blight is available at [www.communities.gov.uk](http://www.communities.gov.uk)

The construction of the NLE will cause noise and vibration in some areas. This will be controlled as far as possible by implementing measures to limit noise and vibration on the construction site itself. Levels will be regulated through the code of construction practice agreed with the local authorities. However, there may be circumstances in which noise impacts arise which need to be alleviated further. For those who may be affected by this TfL has a Noise and Vibration Policy in place. This covers aspects such as potential mitigation measures (for example secondary glazing) or in certain circumstances an offer of re-housing on a temporary basis where noise thresholds are likely to be reached for extended periods.

TfL also has a Hardship Policy, where owners of eligible properties who have a compelling reason to sell their property and are unable to do so owing to the NLE, could have their property purchased by TfL. These policies are all available at [tfl.gov.uk/nle](http://tfl.gov.uk/nle)

## **11. Further information**

If you would like more information about the Northern line extension please email [nle@tfl.gov.uk](mailto:nle@tfl.gov.uk)

To receive this document in large print, audio or another language please call 0800 298 3009.

## **10. Tunnelling and ground movement**

Please refer to Factsheet B: Tunnelling and ground movement, for more information about our approach to managing potential tunnelling and ground movement.