

may be affected by this, TfL will have a Noise and Vibration Policy in place. This will cover aspects such as potential mitigation measures (such as 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 is also developing 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 will be published on the NLE website as soon as they are available.

6. What's next

Feedback from this consultation will be considered before an application is submitted to Government in spring 2013 for permission to build and operate the extension.

We will write to the owners and occupiers of properties that may be directly affected by construction of the NLE.

Subject to permission being granted, a contractor would be appointed to carry out the works.

Along with our contractors we will engage with local residents and businesses throughout the proposed building works. This

could range from establishing community liaison groups, and providing newsletter updates to holding drop-in information and feedback sessions. We'd also welcome any other ideas from local residents on how they would like to be kept informed during this period.

Work to build the extension and new station could start by 2015.

7. Have your say

This consultation gives you the opportunity to comment before we submit our application for the Transport and Works Act Order needed to start construction. Visit tfl.gov.uk/nle to leave a comment or complete the feedback form. Alternatively, if you wish to receive a paper version of the feedback form, please call **0843 222 1234** or email nle@tfl.gov.uk

The consultation period will close at 17:00 on 16 December 2012.

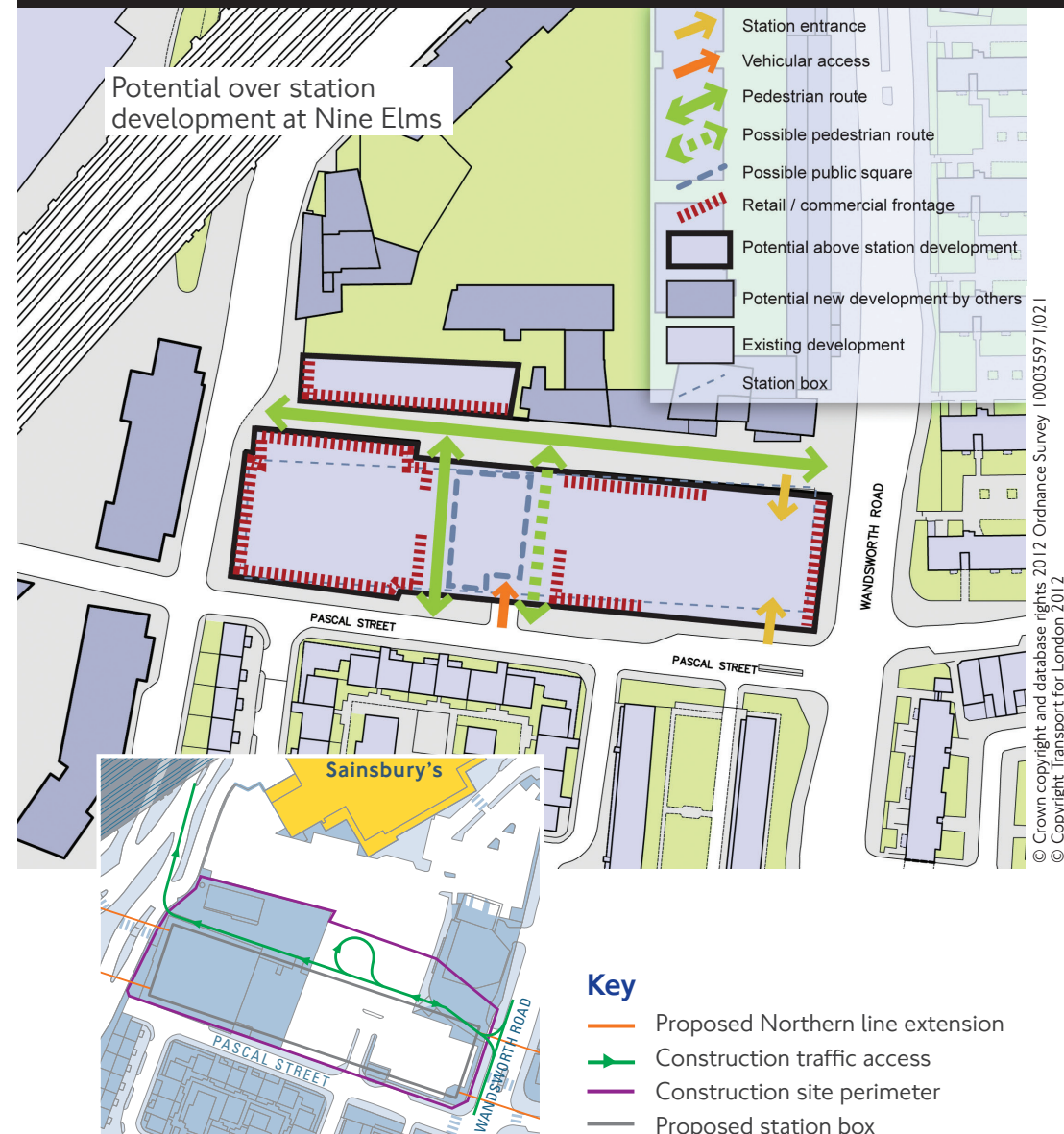
8. Further information

Further information about key sites, a consultation feedback form and other details can be found at tfl.gov.uk/nle

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

Northern line extension

Factsheet 5: New station at Nine Elms



1. Background

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 Nine Elms 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.

The station entrance would be located towards the corner of Sainsbury's' car park, at the corner of Wandsworth Road and Pascal Street. It would provide access to those roads as well as to new residential and office developments in the Nine Elms Opportunity Area.

2. Location and design

The station would be integrated with the surrounding local area. It would benefit from:

- Entrances at the corner of Wandsworth Road and Pascal Street
- A lift providing step-free access to trains
- A ground-level ticket hall

- Three escalators giving access to two spacious platforms
- Links to pedestrian and cycle networks proposed for the area, including through the railway arches to the north

The diagram shows an outline of potential future development over the station.

3. Construction impacts

The map shows the likely construction site that would be required for up to four years to build the station. Access to the site would be via Wandsworth Road to the south and from the Covent Garden Market Authority's private road to the north.

Detailed traffic assessments are under way. However, there would be significant construction activity around the site. During the peak of the works (a six-month period early on in the construction) around 80 lorries a day could enter and exit the site to remove excavated material and deliver supplies. For the remainder of the time, there could be between two and 10 lorries a day, depending on the phase of activity.

A full environmental statement is being prepared. This will include a detailed analysis of temporary impacts during construction including noise and air pollution, traffic movements, effects on trees and other disruption to local residents.

We would minimise disruption as far as practicable through working closely with the local authority, residents and others. For example, we are working with the Port of London Authority and others to ensure that as much of the construction material as practicable could be taken to and from the site by river to minimise deliveries by lorry.

We will be required to adhere to a strict code of construction practice which will be agreed with the local authorities. It will include provisions on construction noise, vibration, dust, dirt on highways, working hours and noise limits.

The detail of the code has yet to be defined but normal working hours are likely to be from 08:00 to 18:00 on weekdays (Mon-Fri excluding Bank Holidays) and 0800 to 1300 on Saturdays. Where feasible, operations likely to cause disturbance and/or disruption will be limited to these hours. Working at other times would be by exception, but this might include work in connection with tunnelling, the operation of certain types of equipment (e.g. for safety reasons) and non disruptive work.

Working outside these hours would be by exception, but it may include times when the Underground network is not running or where it is absolutely necessary to do so.

4. Permanent impacts

The new station would provide an attractive and safe place, and form part of an easy-to-follow north/south route between the river Thames and Nine Elms.

5. Compensation, blight and hardship

Owners of land directly affected by construction or operation of the NLE may be entitled to claim compensation. Entitlement to compensation is governed by legislation 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.

The construction of the NLE would cause noise and vibration in some areas. This would 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 relevant local authorities.

However, there may be circumstances in which noise impacts arise which need to be alleviated further. For those who