

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 due to the NLE, could have their property purchased by TfL. These policies will be published on the tfl.gov.uk/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 also be writing to the owners and occupiers of properties that may be directly affected by the construction of the NLE.

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

Together with our contractors, we would engage with local residents and businesses throughout the proposed building works. This could include establishing

community liaison groups, providing newsletter updates and holding drop-in and feedback sessions. We'd 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 stations 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, to receive a paper version of the feedback form please call **0843 222 1234** or email **nle@tfl.gov.uk** to request one be sent to you.

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

8. Further information

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

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

Northern line extension Factsheet 6: New station at Battersea Power Station



Key

- Proposed Northern line extension
- Construction traffic access
- Construction site perimeter
- Proposed station box
- Temporary conveyor belt to remove excavated material



1. Background

A proposed new Tube station at Battersea would serve the office, shopping and residential developments proposed for the Battersea Power Station site. It would be fully integrated with the proposed new development and provide easy access from Battersea Park Road and local bus services.

It would significantly improve access to public transport in the area, putting thousands more people within easy walking distance of the Tube network and reducing journey times to the West End and City to less than 15 minutes.

Battersea would become the new southern terminus of the Charing Cross branch of the Northern line.

2. Location and design

The station would provide:

- Escalator access to a spacious below-ground ticket hall
- Step-free access to trains via lifts

- Escalator access from ticket hall to platforms
- Two spacious platforms
- Cycle parking

3. Construction impacts

Access to the construction site is currently proposed via Kirtling Street from Battersea Park Road.

The station would take approximately four years to build.

Detailed traffic assessments are still under way. However, there would be significant construction activity around the site. During the peak of construction (around a six-month period at the start), there could be around 70 lorries a day entering and exiting the site. During the rest of the construction period, there could be between two and 15 lorries a day.

The main tunnels for the NLE would be constructed from the power station site towards Kennington using tunnelling

machines. It is proposed that excavated material from tunnel boring and construction of the station would be removed from the jetty at the power station by barge.

A full environmental statement is being prepared which will include detailed analysis of the temporary impacts during construction, including noise and air pollution, traffic movements, impacts on trees and other disruption to local residents. Working closely with the local authority and residents, we will keep these to a minimum.

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 between 08:00 and 1800 on weekdays, and between 08:00 and 13:00 on Saturdays.

Twenty-four hour working would be required as tunnelling is a continuous process. We would ensure that work outside normal working hours that is likely to cause disturbance is kept to a minimum.

4. Permanent impacts

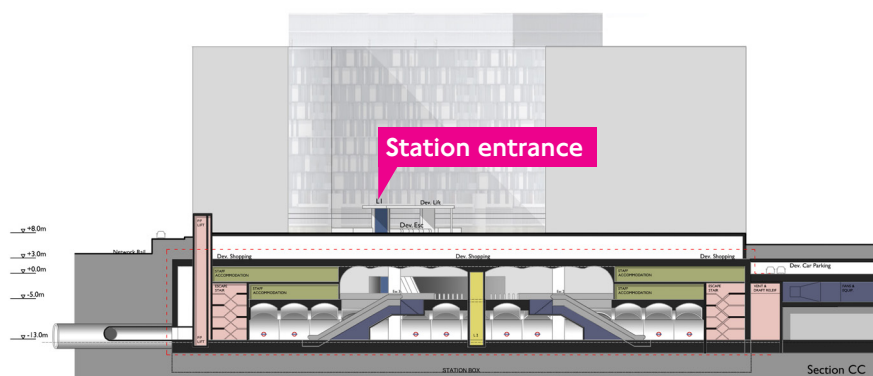
The station would be located within the wider planned development of the Battersea Power Station site.

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 may be affected by this, TfL would have a Noise and Vibration Policy in place. This would cover aspects such as potential mitigation measures (such as secondary glazing) or in certain circumstances an offer of re-housing on a



Design proposals for the new station at Battersea