

Northern Line Extension (NLE)
Transport and Works Act Order Application
A report on consultation

April 2013

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Summary

Transport for London (TfL) is applying for an Order under the Transport and Works Act 1992 (TWAO) to extend the Charing Cross branch of the Northern line to Nine Elms and Battersea (the NLE). This document reports on the consultation undertaken throughout the development of the NLE proposals.

Since 2008 a range of consultation and engagement activities have been undertaken to shape and inform the final proposals of the extension. These have included consultations to inform overarching policy, planning and growth strategies that endorse or support the need for a Tube extension to serve the Vauxhall Nine Elms Battersea (VNEB) growth area, as well as more specific consultations to inform the route and design of the scheme.

Table 1 on page 5 provides a summary of consultations undertaken to inform the final proposals for the scheme and page 11 summarises key amendments and additional design and feasibility work undertaken in response to consultation feedback.

Further information about the consultation process, the consultations undertaken and TfL's ongoing engagement with key stakeholders throughout the development of the scheme can be found within the body of this report.

Table 1: Summary of consultations to inform TfL's TWAO application for the NLE

Key	Consultation on principle of NLE and on NLE Policy		Consultation on NLE route/design	
	Name	Date	Activity	Response
Battersea Power Station Site	Treasury Holdings UK Consultation: Summer 2008	Exhibition attended by 14,000 people	87% (3,800 responses) support for the plan to extend the Northern line from Kennington to a new station in Battersea.	
Mayor's Transport Strategy (MTS)	Consultation: October 2009 – January 2010 Adopted by the Mayor: May 2010	Public consultation on the principal policy tool through which the Mayor and TfL exercise their responsibilities for the planning, management and development for transport in London	Over 5,650 responses. Support for the NLE is set out in the MTS proposal 22: <i>'The Mayor, through TfL, and working with DfTLondon boroughs and other stakeholders, will see longer-term enhancements and extension to the Northern line to Battersea to support regeneration of the Vauxhall/Nine Elms/Battersea area'</i> .	
The London Plan (LP)	Consultation: October 2009 – January 2010 Examination in Public – June – October 2010 Adopted by the Mayor: July 2011	Public consultation on the London Plan which provides the overall strategic plan for London, and sets out a fully integrated economic, environmental, transport and social framework for London	The London Plan provides policy support for both the planned growth in the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area and the NLE. The NLE is directly supported by Policy 6.2, which provides that <i>'the Mayor will work with strategic partners to increase the capacity of public transport in London over the plan period by securing funding for and implementing a number of specially identified</i>	

Name	Date	Activity	Response
Economic Development Strategy (EDS)	Consultation: October 2009 – January 2010 Published May 2010	The Mayor's vision is for London to be the best big city in the world. The EDS sets out this vision with respect to the London economy and how it can be realised. Public consultation on the EDS was promoted in tandem with the MTS and the London Plan.	schemes including: Northern line – Kennington to Battersea via Nine Elms The EDS directs growth into the places that have the greatest need of and potential for developments, as set out in the London Plan – especially the Opportunity Areas
Vauxhall Nine Elms Opportunity Area Planning Framework	Consultation: March 2009 – May 2009 Adoption by the Mayor: March 2012	The planning framework for the Vauxhall / Nine Elms / Battersea Opportunity Area provides Supplementary Planning Guidance to the London Plan and sets out an ambition for around 16,000 new homes and a range of 20,000 – 25,000 jobs.	Feedback indicated 'strong support' for the extension compared with alternatives such as a tram or light rail transit. Many describe the NLE as 'key', 'essential' and 'a must' for the area. For many respondents this was contingent on the NLE being delivered as part of 'a wider package of transport improvements including a station in the Nine Elms area'. Of those who did not support the proposals, the concerns centered around funding and phasing, the impact on the current Northern line and Kennington and Oval stations and the potential to frustrate/delay development in the area and level of consultation. The framework includes proposals for an

Name	Date	Activity	Response
Wandsworth Site Allocations	Consultation: December 2009 – February 2010. Examination in Public Oct – December 2010 Adoption by Wandsworth Council: February 2012	Public consultation on the preferred options for sites in Wandsworth.	extension to the Northern line from Kennington to Battersea via Nine Elms
NLE route options	Consultation: summer 2010 Treasury Holdings UK	Public consultation on preferences for 4 potential routes for the NLE (information sent to over 40,000 addresses along the proposed routes).	The Site Specific Applications Document (SSAD) provides strong support for the NLE. It is described as a requirement 'to maximise the development potential of the VNEB Opportunity Area and the spatial strategy for Nine Elms identifies suggested locations of the NLE alignment and associated stations'. Paragraph 55 of the inspectors' report states that: 'the Nine Elms Spatial Strategy, is by some margin the largest development area in the SSAD and the realisation of the ASS [Area Spatial Strategy] depends to a considerable extent on the completion of the NLE'.
NLE consultation on the proposed route, station and permanent shaft locations	Consultation: May – August 2011	Public consultation on the proposed route, station and permanent shaft locations of the permanent shafts (information sent to over 40,000 addresses)	61 responses. 61% of responses supported route 2 – Kennington to Battersea with a new station at Nine Elms. 1801 responses. 69% supported route option 2 and 90% believed the extension would bring transport benefits to the area. In response to questions about the preferred locations for the shafts Claylands Green area – at the garages (29%; 40% expressed no opinion); Kennington Green area – at the distillery (41%; 5%

Name	Date	Activity	Response
NLE route options (repeat of 2010 Treasury Holdings (UK) consultation)	Consultation: June – August 2011	Public consultation on the proposed route options for the NLE (information sent to over 40,000 addresses along the proposed routes)	expressed no opinion); Kennington Park area – at the old lodge (26%; 39% expressed no opinion) 940 responses. Route 2 preferred route (61%). This mirrored the results from the 2010 THUK route options consultation.
NLE temporary shaft locations	Consultation: October – November 2011	Public consultation with local residents (information sent to 2500 addresses local to the proposed sites) on the proposed sites for temporary shafts to conduct ground treatment works where the two new NLE running tunnels connect to the existing tunnels	248 responses. Preferred locations for the northbound tunnel at the White Bear pub garden (40%) and for the southbound tunnel at the Bishops House Children's Centre (30%). After significant further technical work to assess engineering and building options, traffic impacts and the potential disruption for each of the sites, Radcot Street (11%) and Harmsworth Street (20%) were recommended as sites for the temporary shafts.
Vauxhall Supplementary Planning Document (SPD)	Consultation: October – December 2012. Adoption (Lambeth Council): January 2013	Public consultation on the Vauxhall SPD which sets out a vision for the future of the area.	764 responses. Respondents supported the idea that transport capacity had to be increased to support the existing level of development. The SPD acknowledges the NLE as part of a wider package of strategic transport improvements in the area. Principle 10 of the document refers to the NLE and its role in providing enough additional trips generated by the proposed new developments and the provision of new stations at Wandsworth Road, Pascal Street.

Name	Date	Activity	Response
NLE Autumn 2012 consultation - full scheme proposals and key sites	Consultation: November – December 2012	Public consultation (information sent to over 40,000 addresses along the proposed route)	1,808 responses. In response to general comments on the proposals 48% were positive, 26% neutral and 26% negative. The main response, made by almost half of respondents was that the extension was a good idea which they supported.
NLE design of permanent head house at Kennington Park	Engagement: October 2012 – April 2013	October 2012: Meeting with local stakeholders to understand design preferences. Autumn 2012 NLE consultation invited feedback on indicative ideas. Further meetings with resident groups to refine details and public drop in exhibition to share outcomes.	1,689 online and paper responses to the autumn 2012 NLE consultation. 36% of respondents made comments about the design ideas for the proposed head house at Kennington Park. 65% agreed with the use of natural materials; 67% agreed with the idea of including a space for activities related to the park; 56% agreed with the approach of wrapping a building around the head house and 49% agreed with the inclusion of screening between the park and the head house. Further engagement refined the proposals reflecting requests for a green roof; bee friendly planting; gates to the southern boundary; locating the maintenance entrance on Kennington Park Place and changing the direction of some sloping elements of the roof.
NLE reinstatement of Kennington Green	Engagement: October 2012 – April 2013	October 2012: Meeting with local stakeholders to understand design preferences for reinstatement of Kennington Green. Autumn 2012 NLE consultation invited feedback on indicative ideas. Further meetings in January/March 2013 to refine details and share outcomes.	1,689 responses to the autumn 2012 NLE Consultation. 15% of respondents made comments about the design ideas for the reinstatement of the Green. 69% agreed with the idea of including seating on the green; 66% agreed that a tree border is important; 55% agreed with the inclusion of space for public

Name	Date	Activity	Response
			<p>art, 21% agreed the green would be improved by (45% had no opinion) removing the path across it and 15% (35% had no opinion) agreed with a post and chain boundary. This was the favoured treatment expressed at both consultation meetings in January and March 2013. Further engagement refined the proposals to include a more traditional lamp post design, seasonal interest trees on the green, and a contemporary stone seating area.</p>

Summary of changes and amendments made to the NLE in response to consultation

Subsequent to ongoing consultation and engagement with stakeholders in 2011, 2012 and 2013 on the NLE proposals, TfL responded to issues and concerns raised (see Appendix C 'TfL's responses to issues raised'), conducted further feasibility studies and made changes and improvements to the scheme in response to feedback. These are itemised in the body of the report and summarised as follows:

Response to 2010 consultation:

- 0.1 When TfL took over responsibility for the project, it undertook a full consultation on the proposals and in 2011, repeated a consultation on the route options for the extension. This was in response to concerns raised by some residents that the first route options consultation conducted by Treasury Holdings UK (THUK) in summer 2010 did not reach all intended recipients.

Response to 2011 consultation:

- 0.2 In response to issues raised by local residents and the London Borough of Lambeth, TfL amended the scheme (formally ratified September 2012) to allow the removal of the intermediate permanent shaft proposed at Claylands Road. This required a revised operational evacuation strategy for the NLE, wider tunnels to incorporate a side walk way for emergency services and evacuation, the inclusion of additional cross passages linking the northbound and southbound tunnels, the incorporation of more powerful ventilation equipment at Nine Elms station, Kennington Green and Kennington Park and power equipment at Kennington Park.
- 0.3 In response to issues raised about operational noise, TfL issued noise guidelines for new underground railways in London setting a standard that is at least equivalent to, and in some cases more stringent than, those of Crossrail and most other new underground railways in Europe, USA and Australia.

Response to 2012 consultation:

- 0.4 TfL conducted further work to understand the need for potential mitigation measures at Kennington station to manage increased traffic moving between platforms as a consequence of the NLE. New cross passages are included in the NLE TWAO application to mitigate this impact.
- 0.5 In response to comments raised during the consultation, further analysis of alternative options for the shaft site at Kennington Park was undertaken and this confirmed that the proposal for a permanent shaft at the old lodge site at Kennington Park is the best performing option.

- 0.6 TfL agreed to plans for existing users of the old lodge to be temporarily relocated (including trees, shrubs, bee hives and equipment) to another area of the park whilst construction of the NLE is underway. As a result, provision has been made in TfL's TWAO application for temporary facilities next to the proposed construction site on the corner of Kennington Park Road and Kennington Road.
- 0.7 In response to consultation with the local community and park user groups, the proposals at Kennington Park now include a new space for community/park related activities that will provide a modern functional space for community use and park related activities.
- 0.8 In response to comments raised by community groups, the local authority and English Heritage, the design of the permanent structures at Kennington Park now include natural materials, the use of a green 'sedum' roof, use of bee friendly planting and the incorporation of gates to the southern boundary allowing for periodic access to the park. In response to further feedback from Kennington Park and Walworth Neighbourhood Action Group (KWNAG) additional changes were made to the design. The sloping element of the main vent was switched from facing south to north, reducing the expressed height and bulk of the north elevation of the head house and allowing a greater proportion of the sedum roof to be viewed from the Kennington Park Place. The maintenance entrance was also moved from its initial proposed location on St Agnes Place to the wider, slightly busier Kennington Park Place. A similar change was made to the roof of the community building following informal consultation with English Heritage.
- 0.9 TfL secured agreement from Lambeth Council to work closely with TfL to provide an alternative temporary dog walking area at Kennington Park whilst works to construct the NLE are underway, subject to these costs being covered by TfL.
- 0.10 In response to feedback from the community on the reinstatement and improvement of Kennington Green once construction works for the NLE have been concluded, the green will be kept simple and elegant, primarily with a single grassed area (at the moment the green is split with a path, which residents were extremely keen to see removed) and include a shared surface on the smaller roads defining the green, sympathetic lighting, a space for public art and some seating at the southern end of the green. Where practicable, the green has been extended by narrowing the pavements which border the space, and a post and chain boundary has been introduced which was the favoured treatment expressed at both consultation meetings in January and March 2013. Car parking bays are to be retained. The planting would include trees on the eastern side of the green and tree planting along the road of London Plane trees to continue the tree lined boulevard appearance of Kennington Lane.
- 0.11 In response to informal consultation with English Heritage on the proposed head house at Kennington Green, the elevation to the 'green' was changed, introducing

more pronounced vertical panels to the two elements which make up the head house.

- 0.12 In response to feedback from residents about the proposed design for the head house, the design of the head house reflects a traditional architectural style. TfL will explore the opportunity for tree planting on the corner of Montford Place and Kennington Green and will install some form of signage to provide information on the purpose of the building.
- 0.13 In response to feedback from the boroughs of Lambeth, Wandsworth and Southwark, minor amendments have been made to the Code of Construction Practice. Changes include a reduction by 1 hour in the working hours to carry out weekend non-disruptive preparatory work, repairs and maintenance.
- 0.14 In response to consultation with statutory stakeholders, amendments to the draft TWA Order have been incorporated where appropriate.

1. Introduction

Purpose of this report

- 1.1 TfL is applying for a TWAO to extend the Charing Cross branch of the Northern line to Nine Elms and Battersea. This document reports on the consultation undertaken throughout the development of the NLE proposals.

Report structure

- 1.2 Chapter 1 provides a background to the NLE, the policy context and a brief description of the scheme.
- 1.3 Chapter 2 sets out TfL's approach to the consultation process.
- 1.4 Chapter 3 itemises the range of consultation undertaken to inform the final NLE proposals for an application for a TWAO.
- 1.5 Chapter 4 sets out how TfL has engaged with key stakeholders during the process, proposed future stakeholder engagement, the key issues raised and TfL's response.
- 1.6 Chapter 5 sets out how TfL has engaged with statutory stakeholders.
- 1.7 Finally, Appendices 1 to 5 provide further information and background materials referred to in the body of the report.

Policy background

- 1.8 An extension of the Northern line (Charing Cross branch) is proposed from Kennington to Battersea with new stations at Nine Elms and Battersea. The proposal has been developed in the context of the Mayor's vision for the regeneration of Vauxhall Nine Elms Battersea (VNEB), which has been designated as an Opportunity Area (OA) within the London Plan.
- 1.9 The London Plan describes the VNEB OA as having scope for significant growth (up to 16,000 homes and 25,000 new jobs). The Mayor of London's Transport Strategy May (2010) supports a privately funded extension of the Northern line to the Battersea Power Station.
- 1.10 In 2009 a transport study by TfL & Sinclair Knight Mertz (SKM), considered in detail the transport options appropriate for the development scenarios for the VNEB area. The

report concluded that the anticipated level of development could only be met by an extension of the Northern line to Battersea.

- 1.11 On 12 December 2011, Real Estate Opportunities (REO) went into administration. REO owned the Battersea Power Station site and was the promoter of the NLE via THUK. The Mayor recognises the significant boost the extension will bring to new homes, jobs and transport for the capital and requested that TfL advance the proposals to apply for a TWAO.
- 1.12 Government support for the NLE was confirmed in the Chancellor's Autumn Statement (2011) with a commitment to create an enterprise zone for the VNEB area. The enterprise zone will provide the necessary powers for raising funds to help to fund the construction of the NLE from business rates in the VNEB.
- 1.13 In the Chancellor's Autumn Statement (2012) the Government confirmed that up to £1bn of borrowing from the Public Works Loan Board would be available to the Greater London Authority (GLA) to finance the construction of the NLE. This will be paid back through a combination of incremental business rates and contributions received by the boroughs from local developers under the Section 106 and Community Infrastructure Levy regimes.

Brief scheme description

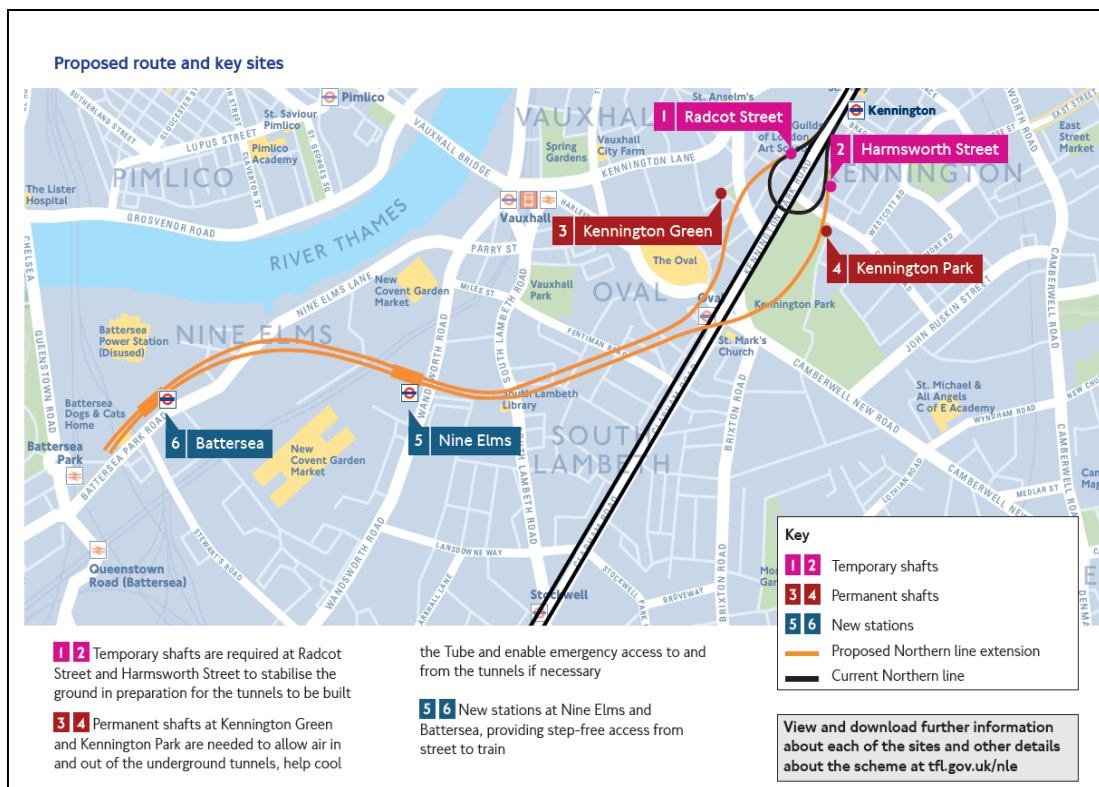
- 1.14 The scheme will comprise the extension of the Charing Cross branch of the Northern line from Kennington to Battersea.
- 1.15 The NLE works comprise the construction of an underground railway to form an extension of the Northern line (Charing Cross branch) from Kennington to Battersea. It will diverge from the existing railway south of Kennington station from a section of track used by terminating trains (known as the Kennington Loop) and will comprise the following:
 - Railway approximately 3,150 metres long northbound and approximately 3,250 metres long southbound including overrun / stabling tunnels west of the terminus at Battersea, a crossover east of the terminus and junctions serving each of the tunnels to link with the existing railway at the Kennington Loop;
 - A terminus at Battersea between Battersea Park Road and Battersea Power Station (BPS) and an intermediate station at Nine Elms west of Wandsworth Road and north of Pascal Street, both providing step-free access from trains to street level;
 - Intervention and ventilation shafts with head houses at Kennington Green and Kennington Park to provide emergency access, tunnel ventilation and smoke control; and

- Ancillary and mitigation works within the limits of deviation including (but not limited to) providing power supply, additional cross passages at platform level at Kennington station and works related to highways, footways and utilities.

1.16 The NLE works also include:

- Accommodation works for affected landowners / occupiers including (but not limited to):
 - temporary facilities for Battersea Dogs and Cats Home and Covent Garden Market Authority;
 - temporary and permanent facilities for occupiers of the park lodge at Kennington Park; and
 - the installation of a water tank for the benefit of the Beefeater Gin Distillery.
- Temporary works including worksites at the locations of the proposed stations and shafts / head-houses, temporary shafts at Radcot Street and Harmsworth Street and a temporary conveyor and associated alterations to the jetty at BPS to facilitate the transfer of material onto barges.

1.17 The map below provides an outline of the proposed route and key construction sites required to build the NLE.



2 Approach to consultation

Communication principles

- 2.1 Under Rule 10 (2) (d) of the Transport and Works (Applications and Objections Procedures) (England and Wales) Rules 2006 (the '2006 Rules') it is necessary to prepare a report that summarises the consultation process that has been undertaken as part of a formal TWAO application.
- 2.2 Good communications have formed an important part of the development of the scheme. Consultation on major projects is a matter of best practice for TfL. The organisation recognises the importance of consulting and engaging with external organisations and individuals with an interest in the proposals.

Communications framework

- 2.3 The communications framework for the scheme is based on the following principles:
- Different types of consultees will have different concerns or have different interests in the project (e.g. landowners versus statutory authorities) and require different levels of information and/or contact. Specific communication activities therefore need to be focused at the right level for particular individuals and groups;
 - Feedback from the consultations is considered and responded to and, where appropriate, incorporated into the iterative development of the proposals for the scheme;
 - Ongoing engagement of stakeholder groups is required to inform and influence the development of the scheme;
 - Concerns of potential objectors to the scheme are addressed as far as possible; and
 - Appropriate statutory consultation is undertaken in compliance with the application process for major transport schemes and TfL's best practice.
- 2.4 The following Government guidance documents have influenced the consultation methods and channels used during the development of the NLE proposals:
- Guide to TWA procedures, 2006;
 - Code of Practice on the Dissemination of Information during Major Infrastructure Developments, 1999; and
 - Planning Act Guidance 2008. While not applying to applications made under the Transport and Works Act 1992, this provides consultation guidance to promoters of nationally significant infrastructure projects.
- 2.5 Stakeholders/consultees can generally be grouped depending on their level of involvement or interest in the proposals. Grouping stakeholders/consultees assists in

establishing a framework for the consultation required for the different type of consultees. Broadly the categories of the key interest groups include:

- Resident/ community interest groups – identified groups who have particular interests related to the scheme such as heritage or accessibility as well as future NLE and public transport users;
- Equality groups – identified groups who have a specific interest in equality and accessibility of the NLE and new stations;
- Boroughs – this includes the Local Authorities of Lambeth, Wandsworth and Southwark including Officers and Councillors (Ward Cllrs and portfolio holders)
- Business community – this includes representative groups with a pan-London or local interest in the VNEB area. It also includes individual businesses along the proposed route;
- MPs and Assembly Members – both constituent MPs and Assembly Members, those with a transport portfolio as well as those representing their political party on a pan-London or local level;
- Environment groups – this includes national organisations such as the Environment Agency as well as local organisations;
- Transport groups – Includes organisations representing users of public transport at a pan-London and national level. Also includes organisations with an interest in local public transport;
- Utility companies and emergency services – those companies providing utility services such as gas, electricity, water and telecommunications which have service infrastructure such as cables and mains in the immediate area of the proposed NLE route. Also includes emergency services including the Metropolitan Police and Fire Brigade; and
- Landowners - those individuals and groups directly affected in some way by the extension. Consultation with this group is very important in terms of minimising negative impacts and providing clear information and an understandable process they can be involved in.

3 Consultations

- 3.1 This chapter summarises the range of consultations undertaken to shape the plans for TfL's final NLE TWAO application and provides further details about the process and outcomes of each. These include consultations to inform overarching policy, planning and growth strategies that endorse or support the need for a Tube extension to serve the VNEB growth area, as well as more specific consultations to inform the route and design of the scheme.
- 3.2 A range of communications channels were used to reach key stakeholders and consultees. These included face to face meetings and briefings, working groups, events, leaflets and emails and presentations. The type and frequency of communication used related to the level of involvement of consultees in the scheme and their need for information/involvement.

2008 consultation to inform NLE proposals

- 3.3 In summer 2008, over 14,000 people attended a public exhibition at the Battersea Power Station site, organised by THUK. The following question was included in the exhibition questionnaire: "Do you support the plan to extend the Northern line from Kennington to a new station in Battersea?". Nearly 3,800 responses were received. 87% of respondents said that they supported the planned extension.

2009 consultations to inform NLE proposals

The Mayor's Transport Strategy (MTS), the London Plan (LP) and the Economic Development Strategy (EDS)

- 3.4 The MTS, the LP, and the EDS are a suite of strategies that together form the Mayor's integrated 'Strategy for London'. The strategies were developed in tandem and used a shared evidence base in order to set out a single integrated vision for the capital to 2031.
- 3.5 These strategies provide a context for the NLE and the regeneration of the VNEB in the Mayor's overarching vision for London.
- 3.6 Drafts of all three strategies were available for public consultation from 12 October 2009, with the consultation period ending on 12 January 2010.

The MTS

- 3.7 The MTS is the principal policy tool through which the Mayor and TfL exercise their responsibilities for the planning, management and development of transport in London.

- 3.8 The MTS was subject to two phases of statutory consultation: firstly with the Assembly & Functional Bodies (May-July 2009) and then with the public and stakeholders (October 2009-January 2010).
- 3.9 On 18 May 2009 the Mayor issued a Transport Strategy Statement of Intent for consultation with the Assembly & Functional bodies. This consultation ran for eight weeks until 13 July 2009. While this consultation was primarily intended for the Assembly and Functional Bodies (the Metropolitan Police, the London Development Agency (LDA), TfL and the Olympic Delivery Authority), responses from other stakeholders, the public and businesses were also considered.
- 3.10 Feedback to this initial consultation informed the development of the Public Draft of the Strategy which was publicly consulted upon for thirteen weeks between 12 October 2009 and 12 January 2010.
- 3.11 Much of the communication activity for the MTS was integrated with activities to raise awareness of consultation on the London Plan and the Economic Development Strategy under the tagline 'Help Shape London's Future'. Information was hosted on a Help Shape London's Future website which contained click through links to separate sites for each consultation which hosted a summary of the key points on the draft strategy and summaries of the main topics covered and online questionnaire.
- 3.12 The consultation was accompanied by comprehensive engagement with stakeholders, and over 5,000 copies of a 32 page information leaflet entitled 'The Mayor's Transport Strategy: A consultation on the key policies and proposals', was distributed to London boroughs for display in local libraries, and was available at road shows and on request from TfL's call centre. 21 road show events were held in venues around London, advertisements were carried in a range of London media titles and editorial pieces placed in a number of London titles to encourage participation in the consultation. These promoted all three of the Mayoral strategies under consultation.
- 3.13 More than 5,500 responses were received from the public and 151 from stakeholders. The consultation highlighted support for investment in the transport network, integrated city planning and targeting transport investment to support regeneration. Through the consultation the NLE was raised as a specific scheme aimed at 'improving accessibility and support regeneration and growth'.
- 3.14 Support for the NLE is set out in the MTS in Proposal 22: *The Mayor, through TfL, and working with DfT...London boroughs and other stakeholders, will seek longer-term enhancements and extension to the Underground network, including...a privately funded extension of the Northern Line to Battersea to support regeneration of the Vauxhall/Nine Elms/Battersea area*'.

Consultation on the London Plan

- 3.15 The London Plan was adopted by the Mayor in July 2011 following a full public consultation between October 2009 and January 2010, the details of which are set out in 3.12 to 3.14 of this report.
- 3.16 An examination in public (EIP) on the draft Replacement London Plan was undertaken between June 2010 and October 2010. In March 2011, the Planning Inspectorate published the EIP Panel report and recommendations. Before adopting the plan in July 2011 the Mayor issued a report which addressed each of the recommendations identified by the panel and where appropriate the plan was amended.
- 3.17 The London Plan provides policy support for both the planned growth in the VNEB OA and the NLE.
- 3.18 The NLE is directly supported by Policy 6.2 of the London Plan 2011, which provides that the Mayor will work with strategic partners to increase the capacity of public transport in London over the plan period by securing funding for and implementing a number of specifically identified schemes including:-

“Northern Line – Kennington to Battersea to support the regeneration of the Vauxhall/Nine Elms/Battersea area.”

Consultation on the Economic Development Strategy

- 3.19 Following consultation on the draft documents the EDS was published in May 2010. The EDS directs growth into the places that have the greatest need of and potential for development, as set out in the LP, especially the OAs.

Consultation on the VNEB Opportunity Area Planning Framework (OAPF)

- 3.20 The VNEB OAPF is a planning framework supplementary to the LP. It sets out the ambition for the VNEB OA for some 16,000 new homes and a range of 20,000 to 25,000 jobs and contains proposals for an extension to the Northern line from Kennington to Battersea via Nine Elms.
- 3.21 Preparation of the VNEB OAPF began in 2008. A public sector steering group comprising TfL, the LDA including Design for London, Lambeth Council, Wandsworth Council, English Heritage and the GLA was formed and a first draft was issued to the steering group and other key stakeholders including major landowners for consultation in January 2009.
- 3.22 Following feedback from and discussion with the steering group, and completion of various streams of technical work including a transport study and an energy master plan, a public consultation draft consulted upon over a twelve week period ending on 29 March 2010.

- 3.23 The consultation draft OAPF was available on the GLA website, letters were issued to stakeholders, a consultation summary leaflet was produced, and presentations were made to local amenity societies and other organisations including Commission for Architecture and the Built Environment (CABE) and the London Access Forum.
- 3.24 A total of 80 responses were received from a variety of respondents including landowners, local residents and businesses, amenity societies and local authorities.
- 3.25 For the NLE there was 'strong' support for the extension compared with alternatives such as a tram or light rail transit led solution. Many described the NLE as 'key', 'essential' and 'a must' for the area, however for many respondents this was 'contingent on the NLE being delivered as part of 'a wider package of transport improvements including a station in the Nine Elms area'. Of those who did not support the proposals, the concerns centered around funding and phasing, impacts on the current Northern line and Kennington and Oval stations, potential to frustrate/delay development in the area and level of consultation.
- 3.26 Following the consultation period, and taking into account all of the representations received further work and analysis was undertaken by the GLA, TfL and the steering group and where appropriate amendments were made to the document. In approving the final version of the VNEB OAPF as supplementary planning guidance to the London Plan, the Mayor concluded that it was in general conformity with the policies of the London Plan and other Mayoral strategies, reflecting the Mayor's vision for London as a 'global world city with economic, equitable and sustainable growth'.

Wandsworth site specific allocations

- 3.27 Following the adoption of a Core Strategy for Wandsworth in October 2010, Wandsworth Council adopted their Development Plan Management Policies and Site Specific Allocations Document (SSAD) in February 2012.
- 3.28 The adoption of these policies followed an initial eight week period of public consultation on the *Preferred Options* between December 2009 and February 2010, followed by a further consultation seeking formal representations between October and December 2010. Following an examination in public both policy documents were found to be 'sound' by an inspector in December 2011 and subsequently formally adopted by the council in February 2012.
- 3.29 In relation to the NLE the SSAD provides strong support for the scheme. It is described as a requirement 'to maximise the development potential of the VNEB OA' and the spatial strategy for Nine Elms identifies 'suggested' locations of the NLE alignment and associated stations.

3.30 For all major sites identified in the Nine Elms area, the NLE and/or the need for public transport infrastructure improvements is specifically referred to under the infrastructure heading of each site allocation. For each of the key sites including the Battersea Power Station site the SSAD specifies the need for significant contributions to improve transport capacity and accessibility, including to public transport infrastructure and services such as a NLE. For each of these sites it is also expected that contributions should be in line with the Development Infrastructure Funding Study (DIFS) or future borough Community Infrastructure Levy (CIL).

3.31 Paragraph 55 of the inspectors report states that:

'The Nine Elms Spatial Strategy Area is by some margin the largest development area in the SSAD and the realisation of the ASS depends to a considerable extent on the completion of the Northern line extension (NLE) project'.

3.32 The inspector concluded that the Area Spatial Strategy, including the NLE was acceptable. In doing so the inspector commented that prior to the completion of the NLE the lower capacity transport improvements identified would be 'sufficient' in 'adequately serving' the transport needs required by the planned housing, with the 'major commercial and retail elements wholly dependent on the NLE'.

2010 consultation to inform NLE proposals

Treasury Holdings UK (THUK), consultation on the NLE route options

3.33 In 2010, THUK, on behalf of Real Estate Opportunities (REO), the owners of the Battersea Power Station site, led a consultation on the route options for the proposed NLE. This was delivered in consultation with TfL, Wandsworth and Lambeth Councils and other major landowners in the Nine Elms area.

3.34 Leaflets were sent to 40,000 households and businesses, local organisations and community groups and councillors in the London boroughs the Northern line operates in.

3.35 The leaflets provided a background to the scheme, highlighted four potential route options and asked respondents for their views on the proposed routes.

3.36 The proposed routes were:

- Route 1 – Kennington – Battersea Power Station (direct)
- Route 2 – Kennington – Battersea Power Station (via south Nine Elms)
- Route 3 – Kennington – Battersea Power Station (via Vauxhall station)
- Route 4 – Kennington – Battersea Power Station (via north Nine Elms)

- 3.37 In addition, THUK also consulted with stakeholders, including local interest groups such as the Battersea Society, the Kennington Association and Viva Vauxhall, charities and statutory consultees.
- 3.38 61 formal responses were received during the consultation. Of these, 61% highlighted option 2, Kennington to Battersea with a new station at south Nine Elms and Battersea Power Station, as their preferred route option.
- 3.39 Route 3 was the second most preferred option with 25% of respondents preferring the route from Kennington to Battersea with an interchange at Vauxhall, and routes 1 and 4 were the least popular options, each receiving 7% of the first preferences.

2011 consultation to inform NLE proposals

Consultation on the proposed route, station and permanent shaft locations

- 3.40 In May 2011 THUK and TfL conducted a consultation on the proposed route, station and permanent shaft locations along the route.
- 3.41 THUK and TfL worked closely with the London boroughs of Lambeth and Wandsworth to develop the consultation programme and associated literature through a joint working group.
- 3.42 Information about the proposed route, the permanent shaft sites and location of the two new stations was made available online along with a consultation questionnaire at (www.northernlineextension.com), a new website launched on 9 May 2011. This could be accessed directly or via a link from www.tfl.gov.uk/nle.
- 3.43 Over 40,000 leaflets were distributed to residents and businesses in the area. A further 300 leaflets were sent to individual local organisations and community groups and to all Wandsworth and Lambeth councillors as well as all relevant councillors in the London boroughs the Northern line passes through.
- 3.44 A map of the leaflet distribution area can be found in Appendix B.
- 3.45 The leaflet provided background to the proposals and asked for views and comments on the proposed route, station locations and potential benefits of the scheme. It also asked for preferences for the location of permanent intervention and ventilation shafts in the Claylands Road, Kennington Green and Kennington Park areas.
- 3.46 The leaflet also promoted the dates and times of six exhibitions held at three venues along the proposed route.

- 3.47 Consultation with local interest and resident groups included meetings with the Battersea Society, Heart of Kennington Residents' Association and Vauxhall Forum. Regular meetings were also held with landowners including Ballymore, the Berkeley Group, Covent Garden Market Authority, National Grid, Banham Security and Sainsbury's. (Details of how we have engaged with a wide range of stakeholders during the development of the NLE proposals are set out in Appendix D).
- 3.48 Over 1,800 responses were received to the consultation online and via paper questionnaires, email and letters.
- 3.49 Overarching feedback indicated:
- High levels of support for the scheme (71% agreeing that the scheme will bring transport benefits to the Battersea and Nine Elms area);
 - The majority of people (69%) supported the choice of route option 2 (Kennington to Battersea via an intermediate station at Nine Elms);
 - Preferences for shaft locations are dominated by the desire to avoid housing areas and parklands; and
 - Whilst around 40% of respondents had no opinion with regard to the location of the permanent shaft sites, of those that responded the clear preferences in each of the areas were:
 - Claylands Green area – at the garages (29%; 40% expressed no opinion)
 - Kennington Green area – at the distillery (41%; 5% expressed no opinion)
 - Kennington Park area – at the old lodge (26%; 39% expressed no opinion)
 - A significant number of people (9%) would like the scheme extended (or be designed to be potentially extended) to Clapham Junction.
- 3.50 Full details of the 2011 public consultation on the permanent shaft locations are available at www.tfl.gov.uk/nle.

Consultation on the NLE route options

- 3.51 Feedback received during the 2011 consultation on the proposed route, station and permanent shaft locations suggested that some people in the area had not been made aware of the 2010 consultation about the route options.
- 3.52 In response to this, TfL and THUK repeated the 2010 route options consultation. On 27 June 2011 the same 40,000 addresses in the same distribution areas (shown in Appendix B) that were sent a leaflet about the proposed route, station and permanent shaft locations were sent an additional leaflet asking for feedback on the four proposed route options for the NLE.

- 3.53 The closing date for the consultation on the proposed route, station and permanent shaft locations was extended from 17 June to 10 August 2011 to coincide with the closing date for the route options consultation and to allow time for responses to be received for both.
- 3.54 The leaflet promoted three further NLE exhibitions at three venues along the proposed route. During the period of both consultations a total of nine exhibitions were held at four venues.
- 3.55 A total of 940 responses were received to the route options consultation.
- 3.56 Overarching feedback indicated:
- Route option 2 was the preferred route of the four route options (61%);
 - Though route option 3 was supported by a significant minority (24%), there was also strong opinion that it would result in substantial congestion at Vauxhall;
 - Those living towards the Battersea end of the extension were more supportive of route option 2 and the scheme as a whole; and
- 3.57 The results from the 2011 route options consultation were consistent with those from 2010 as set out in the table below.

Route	2010 Consultation (%)	2011 Consultation (%)
Route 1	7	4
Route 2	61	61
Route 3	25	24
Route 4	7	5
Other / None	-	6

2011 consultation on the NLE temporary shaft locations

- 3.58 In November 2011, THUK and TfL conducted a consultation on the locations for two temporary worksites required to conduct ground treatment works to stabilise the ground where the new tunnels for the NLE will connect with the existing ones. This consultation was undertaken in advance of a decision being taken on the preferred route.
- 3.59 Together with engineering and technical requirements, the sites consulted upon were informed by informal discussions held with residents during the route options consultation in summer 2011 and with the London boroughs of Lambeth and Southwark.
- 3.60 Local residents and stakeholders were consulted on their preferences from four proposed locations for where the northern tunnel would connect to the existing

tunnel and three preferences for where the southern tunnel would connect to the existing tunnel.

- 3.61 Leaflets setting out the potential sites and a questionnaire were distributed to 2,500 residential and business addresses local to the proposed temporary shaft locations.
- 3.62 Local residents were able to comment on the proposed locations by completing and posting back a paper questionnaire, completing an online questionnaire, by email, letter or attending one of the exhibitions and presentations on the scheme (see Appendix D)
- 3.63 The consultation ran for a six week period from 3 October to 11 November 2011.
- 3.64 Almost 250 online, paper, email or letter responses were received.
- 3.65 The table below itemises the site options for the temporary shafts and the preferences for each site.

Temporary shaft location for the northern tunnel (% of those that expressed an opinion)		Temporary shaft location for the southern tunnel. (% of those that expressed an opinion)	
Ravensdon Street Centre	9%	Bishops House Children's Centre	30%
Stannary Street	20%	Harmsworth Street	20%
Radcot Street	11%	De Laune Street	10%
White Bear - pub garden	40%		

- 3.66 Although the feedback from the public consultation was clearly an important factor in determining the proposed locations for the temporary shafts, there were a range of other technical factors to take into account when evaluating the optimal site locations.
- 3.67 After significant further technical work to assess engineering and building options, traffic impacts and the potential disruption for each of the sites, Radcot Street and Harmsworth Street were selected as sites for the temporary shafts. Further details are available in the report 'Temporary Worksite Options: report on consultation and initial appraisal of options' at www.tfl.gov.uk/nle.

Key issues raised in the 2011 NLE consultations

3.68 The 2011 consultations on the NLE informed further development and design of the scheme. It also raised a range of issues which can be broadly summarised, in no particular order, as follows:

- How the proposed route options outlined in the consultations were developed;
- The location of the permanent ventilation and access shafts at or near Claylands Road, Kennington Green and Kennington Park;
- Concerns about the construction impacts on the extension;
- Noise and vibration impacts of operating the extension;
- The impact of the NLE on Kennington station and the Northern line, and the inclusion of a possible interchange at Vauxhall;
- Extending the Northern line beyond Battersea as far as Clapham Junction;
- The decision to propose a Tube over other transport solutions;
- The 2010 consultation and methodology;
- The funding of the proposed extension and the relationship between TfL, the Mayor and THUK; and
- Accessibility at new stations and links to other transport opportunities

TfL's response to key issues raised in the 2011 NLE consultations

3.69 A full response to each of the key issues raised in the 2011 NLE consultation was published alongside other factsheets and information about the proposals as part of the autumn NLE consultation in November 2012. 'Factsheet 8: Previous consultation on the Northern line extension (NLE) and our response to issues raised' can be found in Appendix C of this report.

3.70 Subsequent to the 2011 NLE consultations, engagement with stakeholders including the London Fire and Emergency Planning Authority (LFEPA) and local resident groups, further exploratory work was conducted into alternative sites for the intermediate shaft proposed in the Claylands Road area.

3.71 TfL amended the scheme to allow the removal of the intermediate permanent shaft proposed at Claylands Road. This required a revised operational evacuation strategy for the NLE, wider tunnels to incorporate a side walk way for emergency services and evacuation, the inclusion of additional cross passages linking the northbound and southbound tunnels, the incorporation of more powerful ventilation equipment at Nine Elms station, Kennington Green and Kennington Park and power equipment at Kennington Green.

- 3.72 In response to issues raised about operational noise, TfL issued noise guidelines for new underground railways in London setting a standard that is at least equivalent to, and in some cases more stringent than, those of Crossrail and most other new underground railways in Europe, USA and Australia.

2012 consultation to inform NLE proposals

Proposed extension of the Northern line to Nine Elms and Battersea – update

- 3.73 In spring 2012, TfL issued an update communication on the NLE. A leaflet was delivered to over 40,000 households and businesses long the proposed route and emails to stakeholders including local Ward Members, MPs, Assembly Members, and local resident groups with an offer of an update briefing. Emails were also sent to existing Northern line users, transport and environmental interest groups. The update was promoted in the media, online and via TfL's pages in the Metro newspaper.

Vauxhall Supplementary Planning Document (SPD)

- 3.74 The Vauxhall SPD sets out a vision for the future of the area. It sets out planning guidance for developments that will be acceptable and the local improvements that Lambeth Council will want to contribute towards.
- 3.75 From October to December 2012, a public consultation to refresh the 2008 Vauxhall SPD was undertaken. This was in the light of the area's designation as an opportunity area, the publication of the Mayor's VNEB OAPF, development coming forward in the area and the work of the Nine Elms Partnership.
- 3.76 Leaflets and questionnaires promoted the public consultation and were sent to more than 30,000 addresses in the Vauxhall area. Emails and letters were also sent to more than 4,000 statutory consultees, community and amenity groups, and individuals who had previously requested consultation information on planning policy in the borough.
- 3.77 A range of activities to promote the consultation was undertaken including an editorial in the local media, Lambeth Council's website, resident magazines and e-bulletins and a range of road show events and exhibitions.
- 3.78 The dates of the Vauxhall SPD consultation coincided with those of the 2012 autumn NLE consultation. TfL worked closely with Lambeth Council to maximise promotional opportunities of the NLE consultation in Lambeth's promotional literature and road shows. The Vauxhall SPD literature was also featured at the NLE consultation events.
- 3.79 A total of 764 responses to the consultation were received.

- 3.80 Feedback from the consultation indicated that respondents supported the idea that transport capacity had to be increased to support the existing level of development. Six comments were supportive of the NLE, 16 expressed concerns about the proposal and four suggesting a tram or an alternative route.
- 3.81 Lambeth Council agreed the Vauxhall's SPD on 14 January 2013. Principle 10 of the document references the NLE and its role in providing enough additional public transport capacity to cater for additional trips generated by the proposed new developments and the provision of new stations at Wandsworth Road and Pascal Street. The SPD also acknowledges the NLE as part of a wider package of strategic transport improvements in the area.

Consultation on the NLE proposals in advance of finalising the NLE TWAO application

- 3.82 In 2012 TfL conducted an eight week public consultation on the NLE. The consultation ran from 7 November to 30 December 2012.
- 3.83 The consultation invited respondents to give views on the proposed:
- Route;
 - Station locations;
 - Worksites at two temporary shafts, and as an alternative construction method, 'gallery tunnels' to enable works to stabilise the ground;
 - Worksites at two permanent shafts;
 - Indicative design ideas for the permanent shaft at Kennington Park and the reinstatement of Kennington Green; and
 - Construction works and designs of the two stations
- 3.84 Information about the proposals was made available online along with a consultation questionnaire which included both closed and open questions.
- 3.85 Members of the public and stakeholders were invited to give their views either by filling in the questionnaire online or by responding via post or email. The plans could also be viewed and commented on at nine consultation events at venues close to the proposed route.
- 3.86 The questionnaire and factsheets were available in alternative formats such as large print, audio or another language. Paper copies of the questionnaire and factsheets were available upon request.

- 3.87 Leaflets were distributed to more than 40,000 addresses along the proposed route and promoted through the local media, posters at Northern line stations, letters/emails to existing Northern line users, ward members, MPs, Assembly Members, equality groups, resident groups and owners/occupiers of potentially affected properties along the proposed route.
- 3.88 Nine consultation events were held at venues close to the proposed route. Exhibition materials highlighted the key sites required to build the NLE and a range of factsheets provided more detailed information. TfL staff were on hand to discuss issues and answer questions important to those attending. More than 700 people attended these events.
- 3.89 On 21 December 2012, TfL released 'Our response to common questions raised at the consultation events for the Northern line extension'. This was emailed to those who left comments and contact details at the exhibitions and to those who had made further enquiries about the scheme. It was also posted online at www.tfl.gov.uk/nle. A copy of TfL's response can be found in Appendix C of this report.
- 3.90 More than 1,800 responses to the consultation were received, the majority of which were from individuals. Forty-seven stakeholders and stakeholder groups responded including landowners, local resident, environmental, transport and business interest groups as well as Assembly Members, MPs and local councillors.
- 3.91 Overall there were more positive and neutral comments about the proposals than negative ones. In response to general comments on the proposals 48% were positive, 26% neutral and 26% negative. The main response (made by almost half of respondents) was that the extension was a good idea which they supported.

Key issues raised in the 2012 NLE consultation

- 3.92 The key issues raised in the 2012 NLE consultation can be summarised, in no particular order, as
- Capacity of the Northern line and especially Kennington station and future service levels on the Northern line;
 - Noise and vibration levels once the NLE is operational and requests for compliance with more stringent guidelines;
 - The location and design of the permanent shaft and head house at Kennington Park;
 - The potential effects of settlement to buildings situated above the new tunnels;
 - Noise and traffic impacts during construction;
 - Concerns about the consultation process – in particular the route options consultation and the location of the permanent shaft at Kennington Park;

- Requests for further investigation and consideration of the wider transport needs and alternative transport solutions to the NLE and alternative route suggestions; and
- Concerns about the funding of the scheme and the potential use of public money.

TfL's response to issues raised in the 2012 NLE consultation

- 3.93 A response to the issues raised in the 2012 consultation was published at www.tfl.gov.uk/nle in February 2013, along with a consultation report with full details and analysis of individual and stakeholder responses. A copy of TfL's response can be found in Appendix C of this report.
- 3.94 A link to the documents was emailed to stakeholders, respondents to the consultation who indicated they wished to be kept informed and those who signed up to receive NLE email updates at www.tfl.gov.uk/nle. A media release was also published highlighting the key results.

Further site specific consultation – 2012 – 2013

Permanent shaft and head house at Kennington Park

- 3.95 TfL has actively engaged with stakeholders on the design of the head house proposed at Kennington Park. In advance of the public NLE consultation in autumn 2012, a meeting was held with resident groups, Friends of Kennington Park, existing users of the old lodge and parks and conservation officers from Lambeth Council to inform initial ideas for an indicative design for the head house. This was consulted upon as part of the autumn 2012 public NLE consultation.
- 3.96 Feedback from the public consultation and further meetings with stakeholders and representatives from local resident groups informed the final designs submitted as part of the TWAO application.
- 3.97 36% of respondents made comments about the design ideas for the proposed head house at Kennington Park. 65% agreed with the use of natural materials; 67% agreed with the idea of including a space for activities related to the park; 56% agreed to the approach of wrapping a building around the head house and 49% agreed with the inclusion of screening between the park and the head house.
- 3.98 In response to consultation the proposals include a space for community/park related activities; the inclusion of natural materials; the use of a green 'sedum' roof; use of bee friendly planting and the incorporation of gates to the southern boundary allowing for periodic access to the park. The maintenance entrance was also moved from its initial proposed location on St Agnes Place to the wider, slightly busier Kennington Park Place.

- 3.99 In response to further feedback from Kennington Park and Walworth Neighbourhood Action Group (KWNAG) additional changes were made to the design. The sloping element of the main vent was switched from facing south to north, reducing the expressed height and bulk of the north elevation of the head house and allowing a greater proportion of the sedum roof to be viewed from the Kennington Park Place.
- 3.100 A similar change was made to the roof of the community building following informal consultation with English Heritage.
- 3.101 A drop in event is scheduled for local residents to exhibit the plans for the proposed head house and community building on 17 April 2013. At the time of this report going to print, this event had not taken place. Feedback is therefore not included in this report.

Permanent shaft and head house at Kennington Green

- 3.102 Similar meetings were held in advance of the 2012 public NLE consultation with residents and parks and conservation officers from Lambeth Council to inform initial ideas for the reinstatement of Kennington Green once building works for the NLE have been completed. Indicative design ideas were consulted upon as part of the 2012 public consultation in November and December 2012.
- 3.103 15% of respondents made comments in the 2012 NLE consultation on the design ideas for the reinstatement of the Green. 69% agreed with the idea of including seating on the green; 66% agreed that a tree border is important; 55% agreed with the idea of the inclusion of public art, 21% agreed the green would be improved by (45% had no opinion) removing the path across it and 15% (35% had no opinion) would agree with a post and chain boundary.
- 3.104 Feedback from the public consultation and a further two meetings with stakeholders and residents informed the final designs for the green submitted as part of the TWAO application.
- 3.105 In response to feedback, the green will be kept simple and elegant, primarily with a single grassed area (at the moment the green is split with a path, which residents were keen to see removed) and include a shared surface on the smaller roads defining the green, sympathetic lighting, a space for public art and some seating at the southern end of the green. Where practicable, the green has been extended by narrowing the pavements which border the space, and a post and chain boundary has been introduced which was the favoured treatment expressed at both consultation meetings in January and March 2013. Car parking bays are retained. The planting would include trees on the eastern side of the green and tree planting along the road of London Plane trees to continue the tree lined boulevard appearance of Kennington Lane.

- 3.106 In response to feedback, the design for the proposed head house at the distillery site at Kennington Green relates to the traditional architecture of the area.
- 3.107 Following informal consultation with English Heritage, the elevation of the head house to the 'green' was changed, introducing more pronounced vertical panels to the two elements which make up the head house.
- 3.108 At a meeting held with residents and Lambeth Council in March 2013 designs for the head house were further discussed with residents. A range of views and comments were expressed. In response to feedback TfL will explore the opportunity for tree planting on the corner of Montford Place and Kennington Green and will install some form of signage to provide information on the purpose of the head house building.

4 Stakeholder engagement

4.1 Throughout the development of the NLE proposals, TfL has engaged with a range of stakeholders. In addition to TfL's existing engagement programmes with MPs, Assembly Members, local authorities, business, transport, environment and equality groups, TfL has had an ongoing schedule of engagement and meetings with resident groups, landowners potentially affected by the proposals, Lambeth, Southwark and Wandsworth Councils and the Vauxhall Nine Elms Battersea partnership board to discuss issues specific to the NLE.

4.2 The stakeholders engaged with are grouped into the following categories:

Resident and community interest groups

4.3 TfL has actively engaged with residents and community groups and associations throughout the development of the NLE. This has been achieved through consultation and regular updates.

4.4 The local community has been consulted through the distribution of leaflets sent to residents homes at various stages of the scheme. These have sought feedback on specific plans and proposals. Drop in sessions and exhibitions were held for residents to speak to members of the project team including engineers and designers to find out more information and ask questions.

4.5 Regular and bespoke meetings have been held with representative community and resident groups and associations to discuss specific matters of interest and to mitigate concerns. Examples include influencing the design of the proposed head house and community facilities in Kennington Park and the design for the reinstatement of Kennington Green.

Equality groups

4.6 TfL considers accessibility and inclusion very seriously and is making positive steps to open up the transport network for all customers.

4.7 At present, the new NLE stations are in the early stages of design. However, TfL's internal Accessibility and Inclusion Team has been consulted to ensure compliance with all the relevant standards and will continue to do so as designs progress.

4.8 In addition, representative groups were consulted in autumn 2012, seeking feedback on the plans to extend the Northern line to Nine Elms and Battersea.

4.9 TfL will engage with representative groups in the future about the design of the NLE and the wider transport network through consultation, regular briefings as well as events.

Boroughs

- 4.10 The NLE proposals fall within the boundaries of three local authorities in London: Lambeth, Southwark and Wandsworth Councils and throughout the development of the plans for the NLE, TfL has regularly engaged with them through a series of meetings including, NLE Local Authority liaison meetings, Transport Liaison meetings (where in existence), meetings with Officers and Councillors on NLE matters relating to specific sites and areas of consideration. TfL has also participated in Council led meetings including Cabinet and Scrutiny panels.
- 4.11 Feedback from the boroughs informed changes to the Code of Construction Practice.
- 4.12 TfL continues to have a close working relationship with Lambeth, Southwark and Wandsworth Councils as the proposals and designs for the scheme progress.
- 4.13 Other London boroughs along the existing Northern line have been engaged through existing TfL engagement channels, such as sub-regional panels and borough updates as well as invitations to respond to NLE consultations as the scheme has developed.

Business community

- 4.14 TfL has briefed the pan-London business community and met to discuss the NLE at key stages during the development of the NLE proposals including both the spring 2012 scheme update and the autumn 2012 consultation. TfL has also extended an invitation to meet with the business community to discuss the NLE plans in detail.
- 4.15 In addition, TfL has also provided additional updates to some business stakeholders through ad-hoc meetings and telephone briefings. TfL will continue to engage the business community at a local and pan-London level.

MPs/Assembly Members

- 4.16 TfL has provided briefings to pan-London elected representatives as the proposals for the NLE have developed. These have included the spring 2012 update and the autumn 2012 public consultation. TfL has also met with some Assembly Members and MPs to discuss key issues about the scheme.
- 4.17 TfL has also responded to Mayor's Questions on specific matters relating to the NLE.
- 4.18 Some MPs and Assembly Members are part of active discussions with resident and community interest groups, and we have received a number of representations from elected representatives following the autumn 2012 consultation.
- 4.19 TfL will continue to engage MPs and Assembly Members and help to provide information and support with ongoing discussions with their constituents.

Environment groups

- 4.20 TfL continues to address matters raised by the Environment Agency to mitigate concerns raised as the proposals develop including matters relating to flooding, ground water, land contamination and marine dredging.
- 4.21 TfL has also worked with local community groups on environmental matters of interest including the design of the head house and community facilities in Kennington Park.

Transport groups

- 4.22 TfL engages regularly with transport user groups through briefings and updates.
- 4.23 Transport user groups have been briefed and updated at key stages of the NLE scheme's development and we will continue to consult and provide regular updates in the future.

Utility companies and emergency services

- 4.24 TfL wrote to utility companies in March 2013 to request details of any assets such as pipes, ducts etc. which are located in the immediate area of the NLE proposals.
- 4.25 TfL has also engaged with utility companies and has held discussions to coordinate the NLE with other major projects and proposals.

Landowners

- 4.26 Throughout the development of the NLE proposals, TfL has had ongoing detailed discussions with landowners to discuss site specific matters such as the design of over station buildings etc.
- 4.27 TfL will continue to work closely with landowners to help to progress the future of the VNEB area.

Other stakeholders

- 4.28 A list of the stakeholders with whom TfL has engaged as plans for the NLE proposals have developed are summarised in Appendix D. A list of the key issues raised by stakeholders in response to the autumn 2012 NLE consultation are summarised in Appendix E.

Future stakeholder engagement

- 4.29 TfL has demonstrated a commitment to thorough stakeholder engagement to date and aims to continue to do this.

- 4.30 We will continue to engage stakeholders throughout the TWAO process. This will be undertaken through regular and ad hoc briefings, events, meetings and correspondence.
- 4.31 TfL is also committed to closely engaging with the community once construction of the NLE is under way, should the TWAO application be successful.
- 4.32 Similar to other large transport construction projects in London, TfL would seek to continue to engage with the local community throughout the construction of the NLE. A community engagement plan would be developed and is likely to include comparable activities as employed across other major transport related construction projects in London for example, the creation and facilitation of community liaison panel(s).
- 4.33 These would provide a regular opportunity for the NLE project team and the community to meet, discuss and resolve where possible live issues related to the construction of the NLE.

5 Statutory consultation

- 5.1 Under rule 10 (2) d of the “2006 Rules” an applicant for a TWAO is required to confirm, in the consultation report, that there has been consultation with those mentioned in Schedules 5 & 6 to the 2006 Rules who are entitled to receive a copy of the application documents or be served with notice of the making of the application.
- 5.2 The details of how we have engaged with statutory stakeholders in this process are tabled in Appendix E of this report.

Appendix A: Consultation materials



Northern line extension Appendices

Front cover image courtesy of Covent Garden Market Authority and Foster + Partners



2010

Consultation on NLE route options

May 2011

Consultation on route options and options for permanent shafts

June 2011

Consultation on route options

November 2011

Consultation on options for temporary worksites

June 2012

NLE update

2012

Consultation on plans to extend the Northern line to Nine Elms and Battersea

2010

Consultation on NLE route options

Nine Elms WANDSWORTH

Regeneration in
the heart of London



Proposal for a Northern Line Extension to Nine Elms & Battersea

Since 2007, plans have been considered for extending the Northern Line (Charing Cross branch) into Nine Elms and Battersea.

The extension of the Northern Line is being considered as part of a package of measures to support the planned regeneration of the Vauxhall Nine Elms Battersea Opportunity Area, which is located less than a mile from the Houses of Parliament in central London. This 480 acre area is one of the world's greatest urban regeneration opportunities, delivering new homes, businesses and shops. The Northern Line Extension also has the potential to improve transport connections for an estimated 15,000 existing households.

This leaflet and questionnaire have been prepared by Treasury Holdings on behalf of Real Estate Opportunities plc (REO), through consultation with Transport for London and Wandsworth and Lambeth Councils. Treasury Holdings is currently acting as project manager for the Northern Line Extension (NLE) and is also the development manager for the Battersea Power Station project.

The proposed tube extension would be a new section of the Northern Line, extending west from Kennington Station on the existing London Underground network, with potential new stations to serve the proposed developments and existing residential areas in north-east Battersea, Nine Elms and South Lambeth. The new stations would also provide interchanges with existing bus routes on Battersea Park Road and Wandsworth Road, enabling bus passengers to join the Underground network.

The Mayor of London has recently consulted on his Transport Strategy which supports a developer led extension of the Northern Line. The GLA

has also recently consulted on a Planning Framework for the Opportunity Area which also supports the extension of the Northern Line as part of a package of public transport measures to support regeneration. Whilst the GLA and the Mayor are considering the results of their own consultations, the purpose of this leaflet is to ask for your views about the route and station options currently being considered for any proposed extension.

This leaflet has been sent to every household and business in the area surrounding the four possible routes of the proposed extension. It is important that those people living and working in the immediate area or interested in the planning of the extension are given an opportunity to comment. It is intended that this leaflet will be the first in a series of activities and opportunities for more information about the project to be distributed and for the public to comment on the proposed extension.

Any views and responses received will be formally recorded and taken into consideration. Responses will also be shared with all of the key public bodies and stakeholders.

Why extend the Northern Line?

The GLA and Wandsworth and Lambeth Councils have recognised the huge potential for the regeneration of the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area to create one of London's great new places. In recently describing his plans for the area, the Mayor of London said:

"This vision represents the final piece of the jigsaw that completes the central area of London. Although we are currently in a downturn, the area as it stands will, in the coming decades, deliver a substantial number of new homes and new jobs. The regeneration of Vauxhall and Nine Elms now is hugely significant in allowing us to support the economic growth of the whole of the capital, and, with the other major regeneration projects like the Olympic Park and Kings Cross taking shape, the prosperity and the role of our great city in the world is assured.

"More than that, this neglected area which for years has failed to fulfil its potential, and is disconnected from surrounding neighbourhoods, will become a thriving new quarter for living, leisure and business and an easily accessible destination for Londoners and visitors."

During 2009, the Mayor published for consultation the draft Replacement London Plan, his draft Transport Strategy and the Opportunity Area Planning Framework (OAPF) for Vauxhall Nine Elms Battersea. All these plans propose major redevelopment of this industrial area to create a high density mixed use quarter of central London. Indeed, the OAPF promotes the development of a minimum of 16,000 new homes, 500,000 sq. metres of commercial space and 27,000 new jobs in the area.

However, the GLA anticipates that this scale of development and job creation can only be achieved with a major change in public transport accessibility and capacity for additional passengers. The existing rail network has limited capacity and more bus services would not, on their own, be enough.

As a result, the Mayor's plans highlight the potential for a developer led extension to the Northern Line as the preferred option of providing the necessary transport infrastructure to support the delivery of his regeneration objectives for the Opportunity Area.

The Northern Line Extension has the potential to:

- deliver improved public transport to an area of major change and regeneration projects including:
 - New Covent Garden Market – delivering a new consolidated, modern food and flower market with new education facilities, homes and a retail zone based around the market;
 - Battersea Power Station – creating a new town centre for Nine Elms and including restoration of the iconic listed building into a new cultural centre for London;
 - United States Embassy – relocating the embassy from Mayfair to a new landmark building in a parkland setting, as a catalyst to the area's regeneration;
 - Development around Vauxhall Interchange – focussing business and residential development around this existing transport hub.
- bring new homes, jobs, businesses, shops and community facilities to an underused part of central London;
- improve public transport for 15,000 existing households, reducing reliance on the car and bringing congestion relief to Vauxhall Underground station; and
- create a new public transport link, connecting Vauxhall Nine Elms Battersea directly to the rest of central London, 11 minutes from the West End and the City.

Route options for the Northern Line Extension

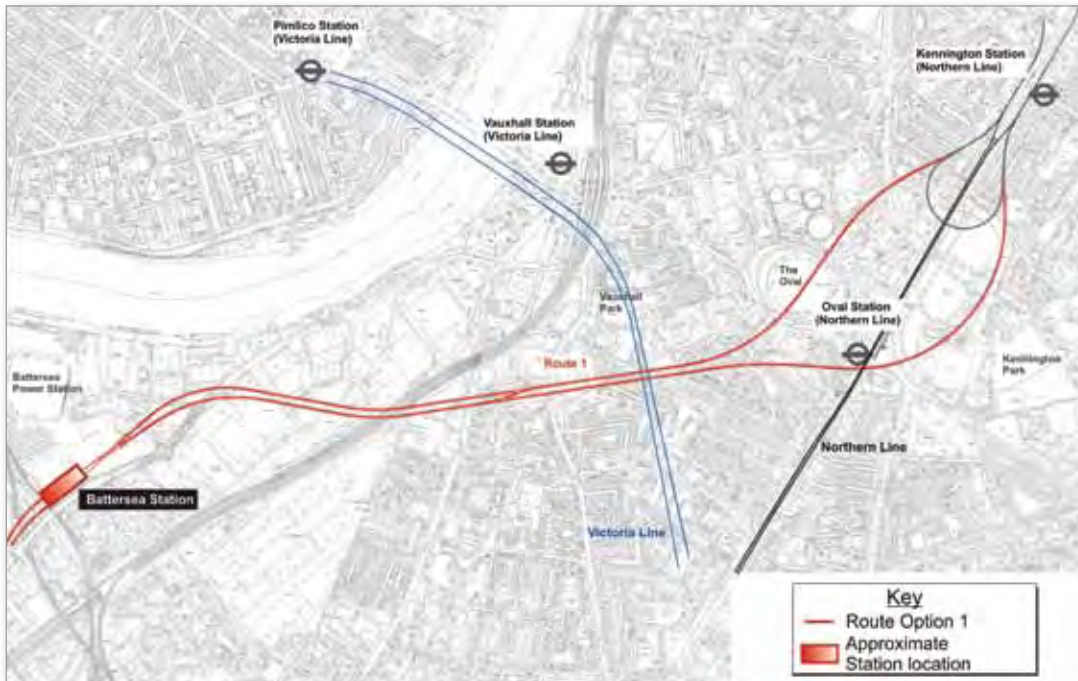
Should proposals to extend the Northern Line proceed, the route chosen must take into account a number of key challenges in the area, including:

- securing a route through existing and planned development sites;
- crossing under roads and railways;
- avoiding water mains and other utilities infrastructure;
- fixing station locations that fit in with their local environment, optimise public accessibility and serve the new development proposals.



The following plans indicate the route (and related station) options which are currently being considered and formally appraised. You are invited to provide your thoughts and views on them and, indeed, whether you have a preference.

Route 1: Kennington – Battersea Power Station (direct)

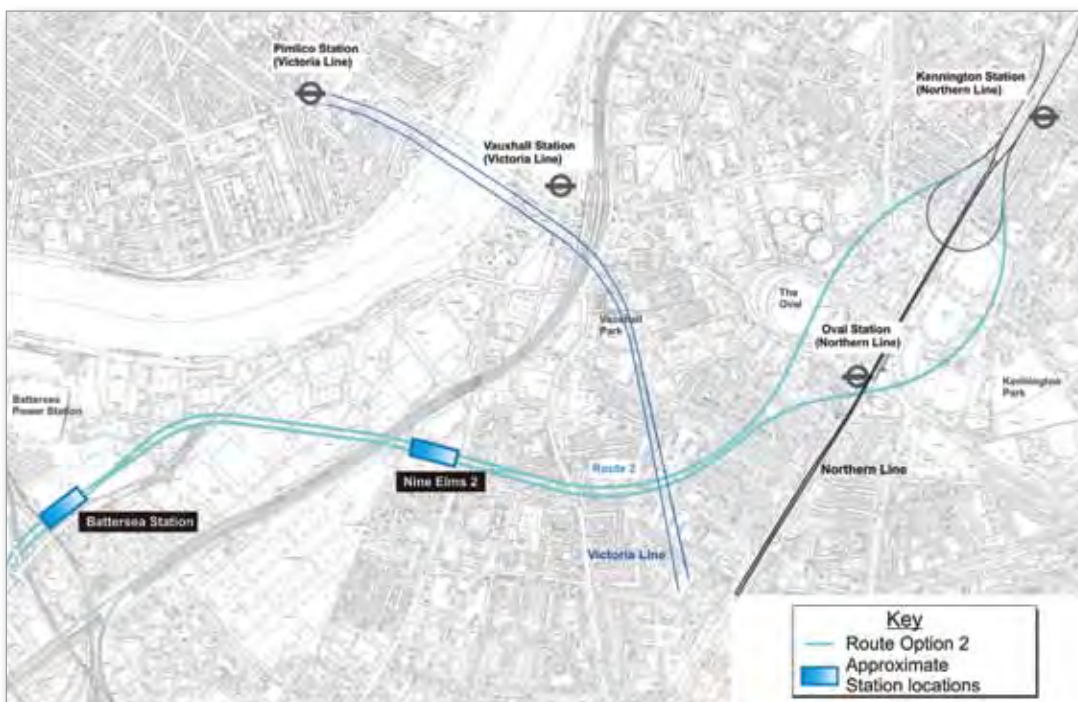


Route Option 1 is likely to be the easiest route option to deliver in engineering terms, involving a 3km direct tunnel from Kennington to the Battersea Power Station site, with no mid-station. As a result, the route would be likely to:

- have the lowest capital cost; and
- provide the fastest journey time to the Power Station and western end of VNEB.

However, this route option would not improve access to a significant part of the Nine Elms Opportunity Area and existing residential areas.

Route 2: Kennington – Battersea Power Station (via south Nine Elms)

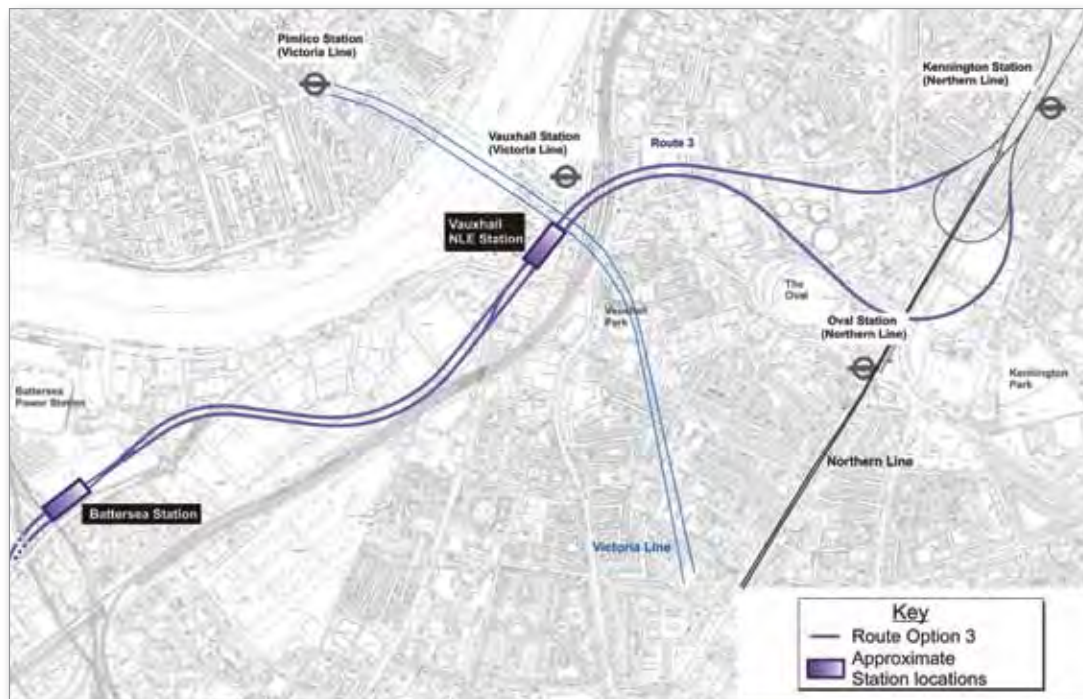


Route Option 2 involves a 3km tunnel from Kennington to Battersea Power Station with a mid-station in south Nine Elms. As a result, the route would:

- improve accessibility to most of the key development sites in the Nine Elms Opportunity Area via new pedestrian links under the railway viaduct;
- provide a new tube station in an area currently only served by buses; and
- reduce crowding at Vauxhall and on the Victoria Line.

However, the building of this route option could result in short term disruption to existing retail, commercial and residential activities in the vicinity of the mid-station location.

Route 3: Kennington – Battersea Power Station (via Vauxhall Station)

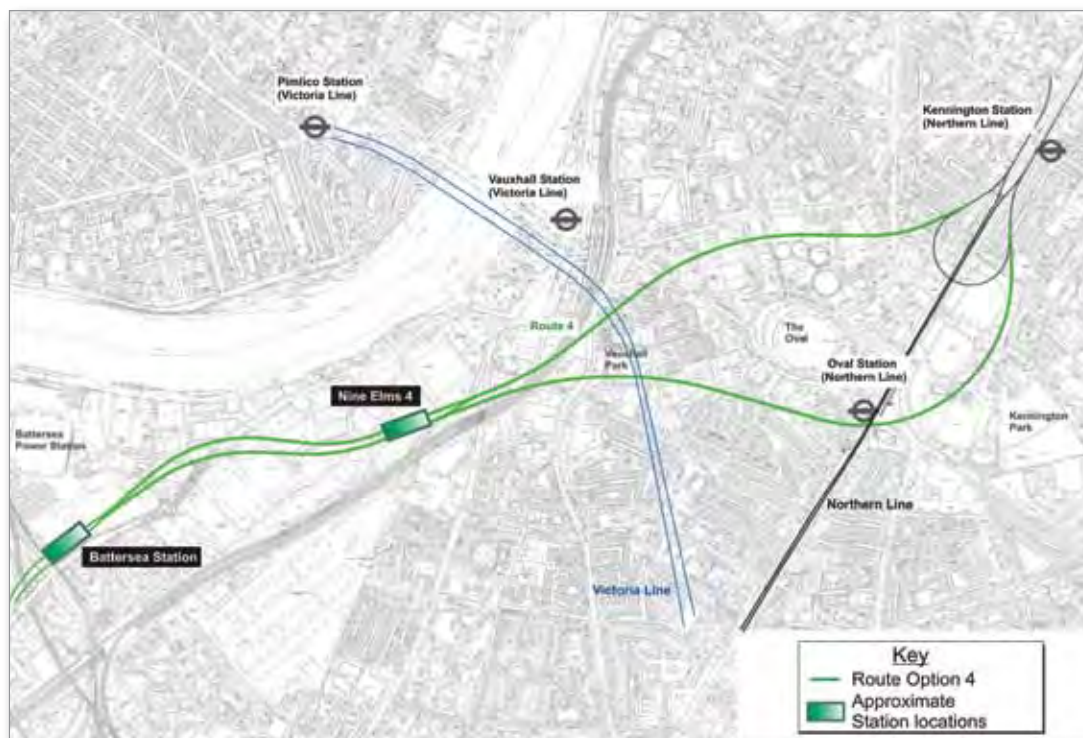


Route Option 3 involves a 3km tunnel from Kennington to Battersea Power Station with a mid-station next to Vauxhall Underground station. As a result, this option would:

- provide additional public transport capacity and route options at Vauxhall; and
- provide an interchange between the Northern and Victoria Lines and overground railway at Vauxhall.

However, the route option has some complex engineering issues, would probably have the highest capital cost and would be the most difficult to construct and deliver. It may also exacerbate crowding issues on the Victoria Line and at Vauxhall, and may limit growth opportunities near Vauxhall.

Route 4: Kennington – Battersea Power Station (via north Nine Elms)



Route Option 4 involves a 3km tunnel from Kennington to Battersea Power Station with a mid-station in north Nine Elms. As a result, this option would:

- improve accessibility to the planned US Embassy development and several other key development sites in the Nine Elms Opportunity Area; and
- offer a reasonable interchange with the public transport facilities at Vauxhall.

However, building this route option would be complex, particularly in relation to integration with existing Network Rail infrastructure, and would probably have a relatively high capital cost. Also, while it would serve some new developments, it would not serve existing residential areas particularly well.

Feedback

We would like to hear your views on the route (and related station) options for this proposed extension and whether you would like to see this extension progressed further.

Please spare a few minutes to answer the questions on the questionnaire below and return FREEPOST to the printed address on this tear off part of the leaflet.

Alternatively, you can write to:

Northern Line Extension Consultation
FREEPOST
5th Floor, Holborn Gate
26 Southampton Buildings
London, WC2A 1QB

You can also e-mail us at info@northernlineextension.com
or call 0207 861 2566.

Data Protection

REO or its agents will use the data collected and any subsequent data collected for the purpose of planning the proposed extension of the Northern Line. Data collected may be released into the public domain and/or may also be passed to public bodies and stakeholders. REO or its agents may contact you in connection with this survey.

If you do not wish to be contacted further, please tick the box

QUESTIONNAIRE

Name			
Address			
		Postcode	
Telephone		email	

1. Which route option do you prefer for the Northern Line Extension?

- Route Option 1 Route Option 2
 Route Option 3 Route Option 4
 None of these Route Options

2. What are your views on Route 1?

3. What are your views on Route 2?

4. What are your views on Route 3?

5. What are your views on Route 4?

6. Do you have any other route (and related station) options to suggest?

Further Comments

We would like to hear your views. Please write any further comments here:



Next Steps

Following this consultation exercise, REO, Treasury Holdings and the key public bodies and stakeholders will be working closely to complete the appraisal of the route (and related station) options in terms of their cost, feasibility, potential environmental effects and economic benefits, so that a preferred route can be selected. Your views in response to this leaflet will feed into that process.

It is then intended to develop proposals for the preferred route and location of stations, which will be subject to further public and stakeholder consultation later in 2010, once outline designs have been sufficiently developed.

The process of securing all the necessary powers and approvals required will also then commence. Subject to funding and these powers and approvals, the programme for the project is currently:

- Initial Public Consultation – May 2010
- Development of outline design of preferred route – Summer 2010
- Consultation on preferred route – Summer 2010
- Further outline design of preferred route – Autumn 2010
- Obtaining necessary powers and approvals to authorise the extension – Late 2010 to mid 2012
- Completion of construction and opening for use – 2016

FOLD HERE

Northern Line Extension Consultation
 FREEPOST
 5th Floor, Holborn Gate
 26 Southampton Buildings
 London, WC2A 1QB

FOLD HERE

**Real
 Estate
 Opportunities**

 **TREASURY**
 HOLDINGS
 UK

THE BRIGHTER BOROUGH

Wandsworth



May 2011

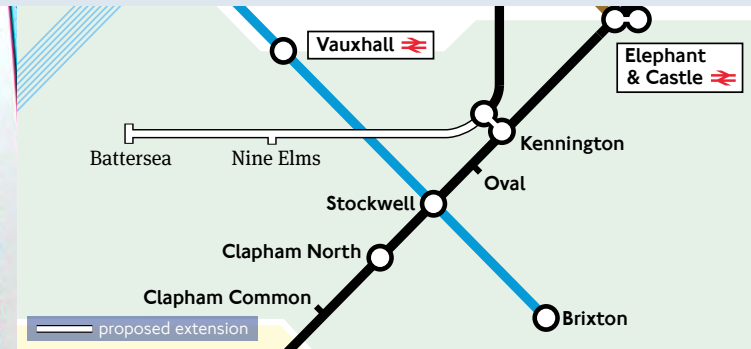
Consultation on route options and
options for permanent shafts

Extension of the Northern line to Nine Elms and Battersea

We would like your views on the proposed extension of the Northern line to Nine Elms and Battersea

In summer 2010 Treasury Holdings wrote to you about options for the route of the extension. We have now done further work on the preferred route. This would extend the Northern line (Charing Cross branch) from Kennington, providing two new stations at Nine Elms and Battersea. Now Transport for London and Treasury Holdings would like to hear your views on the details of the proposed extension.





The consultation

We'd like to hear your views on the proposed extension of the Northern line from Kennington, which would mean two new Tube stations at Nine Elms and Battersea. This leaflet contains information on the proposed route, station and shaft locations, and on the benefits of the scheme. It also describes how the works will be managed and how local people will be involved in this process.

Please let us know your views

Attached to this leaflet is a pre-paid questionnaire for you to complete and return to us. **Please respond by 17 June 2011.** This questionnaire can also be completed online:

www.northernlineextension.com

If you prefer, you can contact us by email or by post:

consultation@northernlineextension.com

Northern line Project Team

188 Kirtling Street

London SW8 5BN

What are the benefits for this area?

The Tube extension would help to support the regeneration of the Vauxhall Nine Elms Battersea area, which will mean up to 25,000 jobs and 16,000 new homes in the area. It will supplement existing Tube and National Rail stations, as well as the Vauxhall bus interchange. Benefits of the extension include:

- New stations at Nine Elms and Battersea, linked to existing bus routes, will improve access to the Tube network for local people
- Journey times from Battersea to the West End or the City would be less than 15 minutes
- Less pressure on Vauxhall station

Other proposed benefits for this area could include:

- Around 50 acres of new public realm – streets, squares, parkland and a new river walk – will be created, benefiting cyclists and pedestrians
- Improvements to local bus services and National Rail stations
- Two new passenger piers for riverboats and new Barclays Cycle Hire docking stations

Finding out more about the proposals

During the consultation, there will be a number of public exhibitions about the proposed extension in and around the area. The times and locations are below.

Wednesday 18 May 2011 and Monday 6 June 2011

12 noon-8pm

Acquire Arts Gallery, 155 Battersea Park Road, London SW8 4BU

Friday 20 and Saturday 21 May 2011

10am-6pm

The Long Room, The KIA Oval, Kennington, London SE11 5SS

Thursday 26 and Friday 27 May 2011

10am-6pm

Sainsbury's Nine Elms, 62 Wandsworth Road, London SW8 2LF

The Questionnaire

We would like to hear your views on the proposals. Please complete the form, fold along the lines, seal along the gummed strip and post.

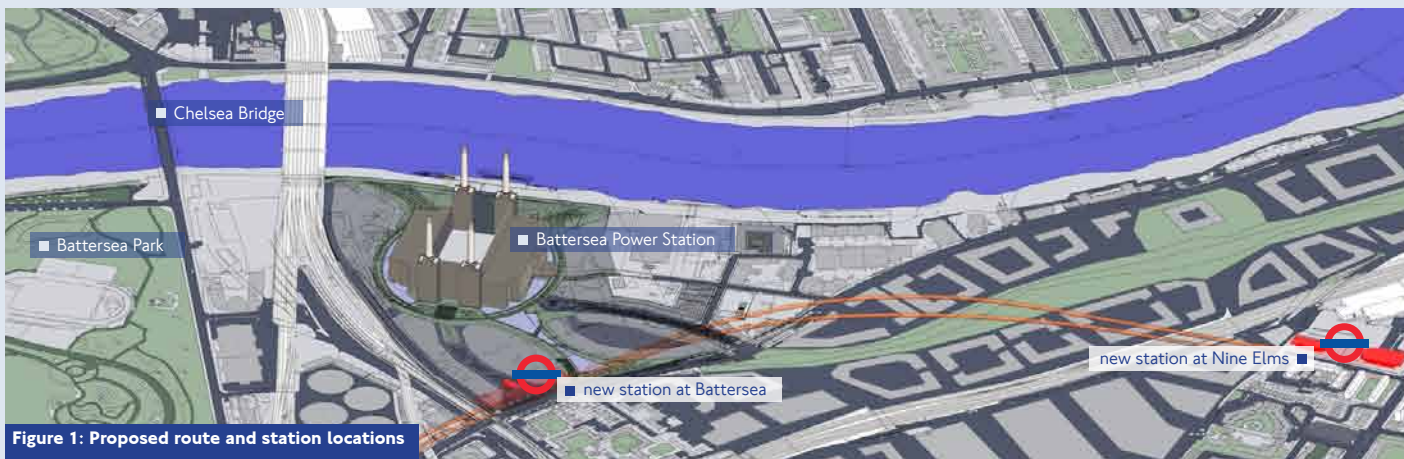


Figure 1: Proposed route and station locations

About the extension

What the earlier proposals were

In summer 2010 the public were asked to comment on four possible options for the route of the extension, all of which ran from Kennington to Battersea Power Station. In all cases, two 3km tunnels would need to be constructed. Maps of all four route options as well as more detail on the current proposals are on our website:

www.northernlineextension.com

The proposed route

In stage 1 of the consultation, we were told that the route via south Nine Elms was the preferred option, as shown in Figure 1 above.

We have been working on the detail of this route. There will be two new stations, one at Battersea Power Station and one in Nine Elms near Sainsbury's supermarket, as shown in Figures 2 and 3.

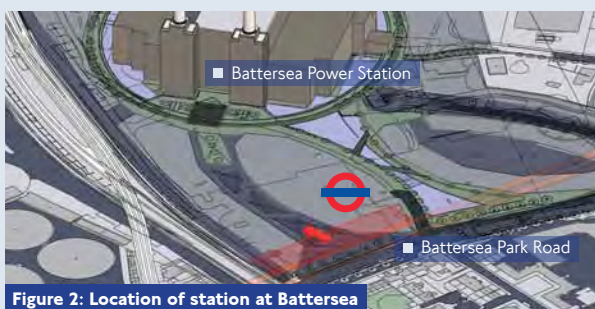


Figure 2: Location of station at Battersea



Figure 3: Location of station at Nine Elms

We have also worked on the positioning of the shafts that are required and these are shown on the next page. Your views on these will help us to do further work on the options.

Why are the shafts needed?

Shafts are needed for any new underground railway.

There are two types of permanent shaft: ventilation shafts, which allow air in and out of the tunnel and help to cool the Tube; and intervention and ventilation shafts, which also enable access to and from the tunnel if necessary. These shafts are required for the safe operation of the extension.

In addition, we need to put in place temporary construction shafts while the tunnel is built. These would be removed once the construction work is completed and the areas restored to their original state.

Figure 4 shows the proposed locations of all these shafts.

What are the shaft location options?

One intervention and ventilation shaft is required along the route, ideally located midway between Kennington station and the proposed Nine Elms station. This has meant investigating options in the Claylands Road area, where three possible locations are being considered by our engineers, as shown in Figures 5a to 5c.

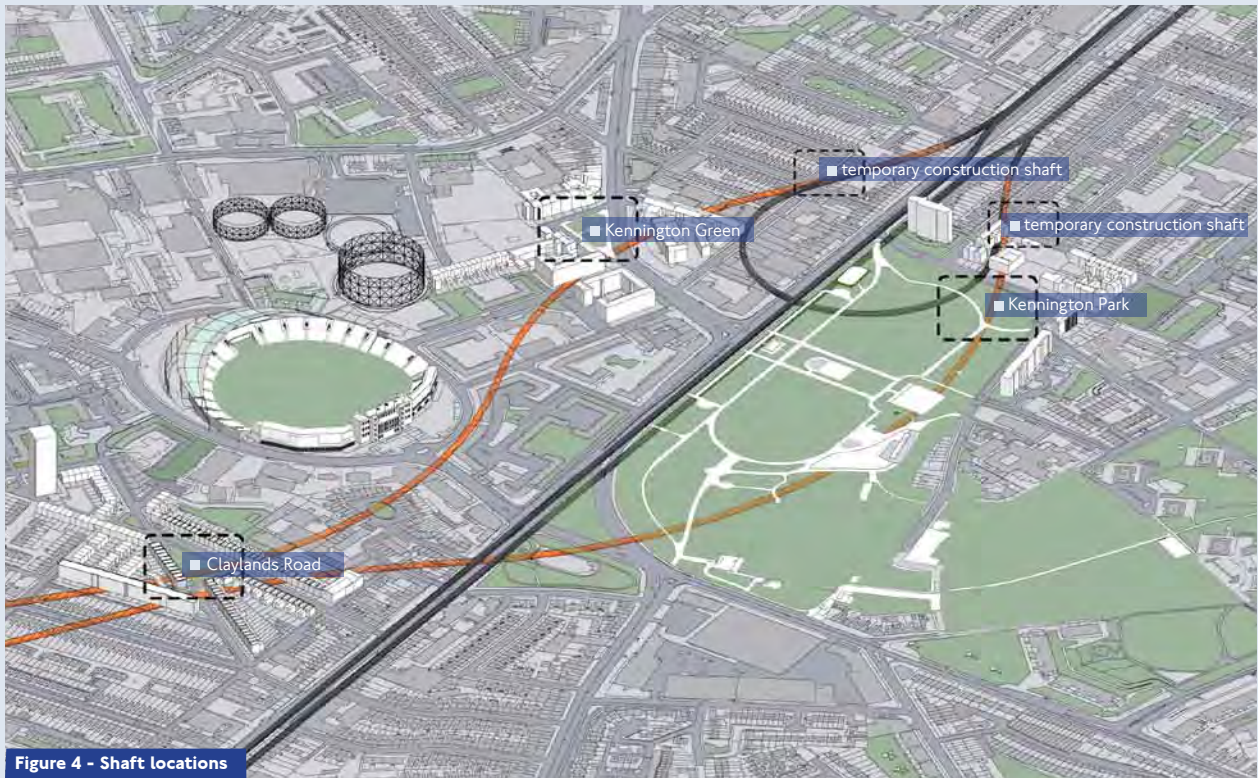


Figure 4 - Shaft locations



Figure 5 - Overview map



Figure 5b - Claylands Road - at the garages



Figure 5a - Claylands Road - in existing housing



Figure 5c - Claylands Road - on the Green

Two ventilation shafts are also required: one in the vicinity of Kennington Green and one around Kennington Park. For each location two specific site options have been identified.

At Kennington Green, our engineers suggest the shaft could be situated on the Green itself or behind the Beefeater Distillery (Figures 6a and 6b).

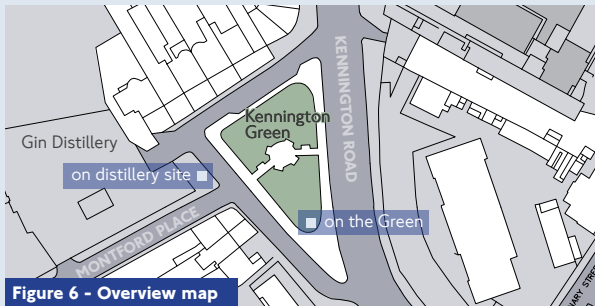


Figure 6 - Overview map



Figure 6a - Kennington Green - on distillery site



Figure 6b - Kennington Green - on the Green

At Kennington Park, two options have been identified for the shaft (Figures 7a and 7b).



Figure 7 - Overview map

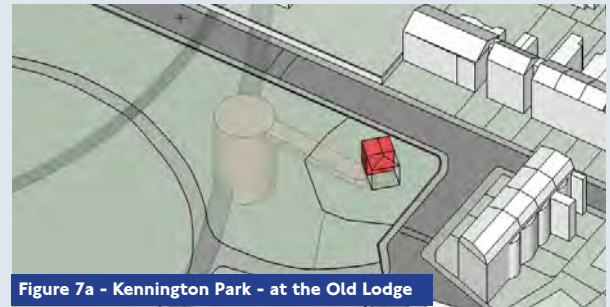


Figure 7a - Kennington Park - at the Old Lodge

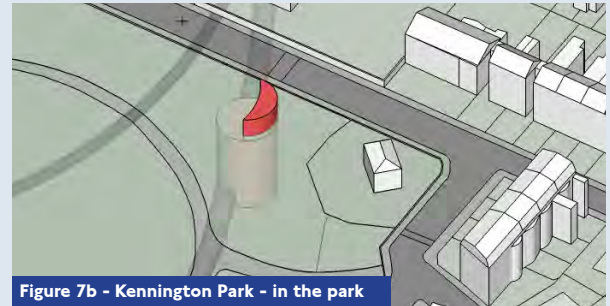


Figure 7b - Kennington Park - in the park

During construction

As with any major project, there will be some disruption during construction. The contractor responsible for construction of the extension will be required to operate under a good neighbour policy. This means we will make sure there are minimal impacts from the works on local people and the environment.

For example, control measures will be put in place to manage noise and vibration, and to avoid dust generation from the works. Vehicles and goods going to and from the construction sites will be controlled and local pedestrian access maintained. Site working hours will be in accordance with all relevant borough planning guidelines. No works at surface level will normally be undertaken in the evening or on Sundays and Bank Holidays.

There will be a community liaison manager using regular meetings and newsletters to keep local people informed about the works. As more detail emerges on the temporary construction works, there will be further engagement with people in the area.



Why are we proposing this?

The Mayor of London has identified the Vauxhall Nine Elms Battersea area as a great location for new housing and jobs. Significant investment and regeneration means new homes, shops, businesses and leisure facilities in the area, as well as the redevelopment of Battersea Power Station and New Covent Garden Market. These new developments are expected to create up to 25,000 new jobs and 16,000 new homes.

Additional public transport is needed to make these new developments happen and to benefit existing residents and businesses. A Tube extension has been identified as the best option here. Previous consultation on the future of Battersea Power Station indicated support for an extension of the Northern line from Kennington, with new stations at Nine Elms and Battersea.

It is proposed that the extension would be paid for by private sector contributions, the first instalment of which has already been committed. In all other respects it would be just like any other part of the Tube, with the same fares and Oystercard accepted.

Who's involved?

The Mayor of London supports both the extension of the Northern line and the broader regeneration of the area and has asked Transport for London to work with Treasury Holdings, who are managing the project, in consulting you on these proposals. Treasury Holdings are also the development manager for Battersea Power Station, on behalf of the site owners. For the past three years, they have been working closely with Transport

for London, the local councils – the London boroughs of Wandsworth and Lambeth – as well as consulting the public and local groups.

Next steps

This second consultation builds on the consultation undertaken in summer 2010 on the route options. It is a further stage towards applying to the Secretary of State for Transport for a Transport and Works Act Order (TWAO). This is needed in order to obtain the necessary powers to begin work on new railway infrastructure. Work cannot start on the project until these are in place, and the necessary funding has been secured. The results of this consultation will be available later this year on our website: www.northernlineextension.com Subject to securing a TWAO and all the funding, we would have the go-ahead for the extension in 2013 at the earliest. This means that the new stations at Nine Elms and Battersea could be open in 2017.

Directly affected properties

This leaflet has been sent to around 40,000 addresses in the area so that everyone can have their say on the proposals. Treasury Holdings have also written to households which are directly affected by the proposals. These include, for example, properties which are above or adjacent to proposed construction. There will be detailed discussions with people directly affected. We also hope that people will respond to the questionnaire. If you think you are directly affected but have not received a letter, please contact the project team on: **020 7501 0676**

1. Please indicate which of the following most closely matches your view of the proposed extension

It will bring transport benefits to the Nine Elms and Battersea area

- Strongly agree Agree Neither agree nor disagree
 Disagree Strongly disagree Don't know

It will help to bring jobs to the area

- Strongly agree Agree Neither agree nor disagree
 Disagree Strongly disagree Don't know

2. How often do you think you would use the new stations/extension?

- 5 or more days a week 3-4 days a week
 2 days a week Once a week
 Once a fortnight Once a month
 Every three months Twice a year
 Once a year Less than once a year

3. We propose to proceed with Route Option 2 (Kennington-Battersea Power Station via south Nine Elms). What do you think of this option?

- Support Option 2
 Oppose Option 2
 No preference

4. Do you have any other comments on the proposed route?

5. What are your preferences for the location of the intervention and ventilation shaft on Claylands Road (see Figures 5a,b,c)? Please tick one only

- In existing housing At the garages
 On the Green Any of these
 None of these No opinion

Please state why you have ticked this box:

6. What are your preferences for the location of the ventilation shaft at Kennington Green (see Figures 6a and b)?

Please tick one only

- On distillery site On the Green
 Either of these Neither of these
 No opinion

Please state why you have ticked this box:

7. What are your preferences with regard to the ventilation shaft at Kennington Park (see Figures 7a and b)? Please tick one only

- At the Old Lodge In the park
 Either of these Neither of these
 No opinion

Please state why you have ticked this box:

8. We intend to make appropriate local improvements around the construction sites. What would you like to see?

9. We'd like to have your ideas for station names

Station at Nine Elms
 Station at Battersea

10. In what capacity are you responding to the consultation?

- As an individual
 As a representative of a business
 As a representative of a community/voluntary organisation

11. What is the first part of your home/work postcode? (e.g. SE11 5)

Home
 Work

P.T.O.

If you would like to receive this document in large print, audio or another language please call 0800 298 3009

Mailing instructions

Step 1

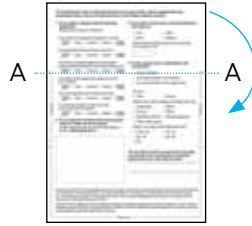
Moisten the gummed area



gummed area

Step 2

Fold along line A and seal



Step 3

Fold along line B and seal



Step 4

Place in a post box – there is no need to affix a stamp

Treasury Holdings and their service providers will use your personal information for the purpose of administering this consultation and assessing opinions on the extension. Your personal information will be properly safeguarded and processed in accordance with the requirements of the Data Protection Act 1998.

2

Northern line extension Consultation
Freepost TK218
32 Upper Ground
LONDON
SE1 9YA

12. Are you:

Male

Female

13. What is your age group:

Under 16

25-44

65-74

16-24

45-64

75+

14. Do you have a mental or physical disability that limits your daily activities or the work you can do, including any issues due to your age?

Yes

No

15. What is your ethnic background?

16. Do you have any other comments on the extension? Please use box below.

Thank you for taking the time to complete this questionnaire. Please send it back by 17 June 2011.

June 2011

Consultation on route options

Proposed Extension of the Northern line to Nine Elms and Battersea

Public Consultation May-June 2011 – Update

In May this year, the three sponsors of the proposal: the Mayor of London, Treasury Holdings and Transport for London (TfL), sent a leaflet to around 40,000 addresses in this area. This provided information about the current preferred route of the proposed extension of the Northern line and included a questionnaire for respondents to complete with their views on the scheme.



We have received a high level of response to this consultation and thank you for the comments made so far.

During this consultation some people have said that they didn't have an opportunity to comment previously on all of the route options and would now like to do so. In response to this request, we are providing more information on the route options that have been considered and extending the consultation period to 10 August 2011 to allow further time for comment on the route options and on the May 2011 leaflet.

The maps over the page show details of all four route options that have been considered, including the current preferred Route 2.

You can comment on the route options by:

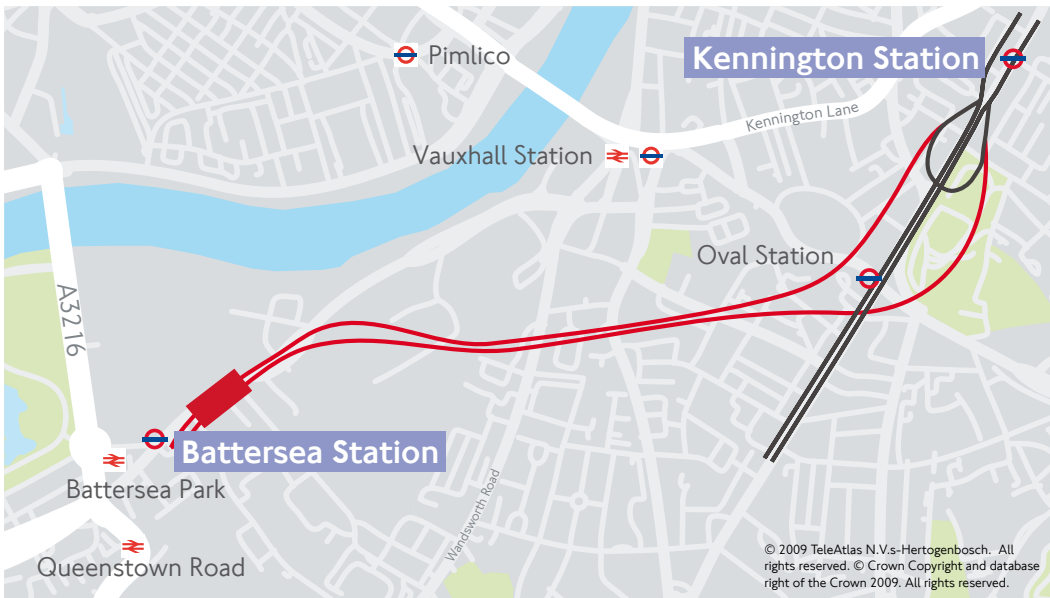
- completing the attached questionnaire, which can also be filled in online at www.northernlineextension.com or
- emailing your comments to consultation@northernlineextension.com



Route Options

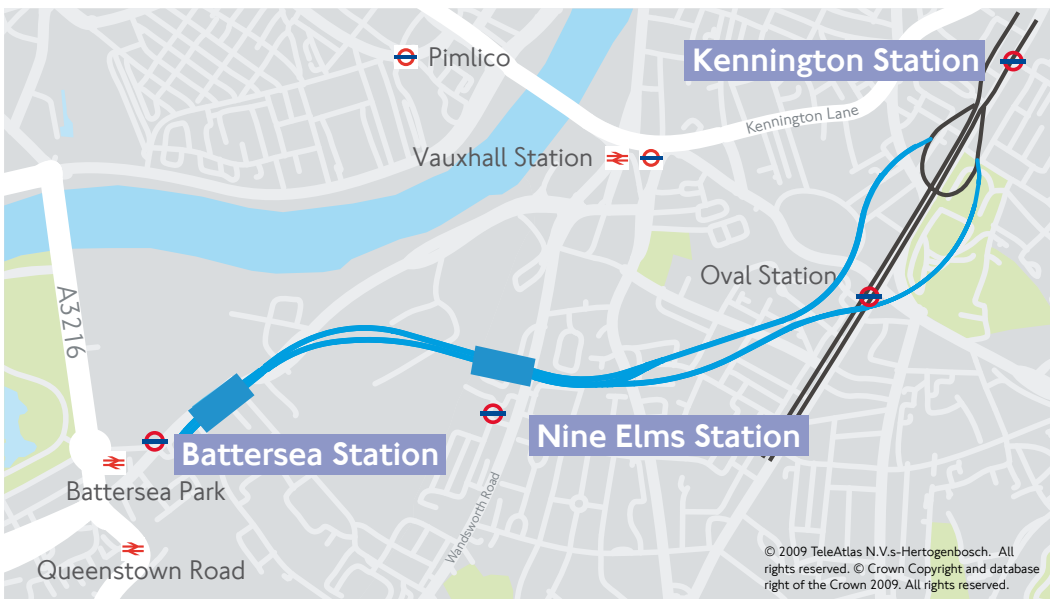
The plans show the four route options, which were first consulted on in summer 2010. All four routes involve two new tunnels to extend the Northern line from Kennington to Battersea.

Each option would require the construction of some temporary and permanent shafts for ventilation and access to the tunnels, as would be the case for any new underground railway.



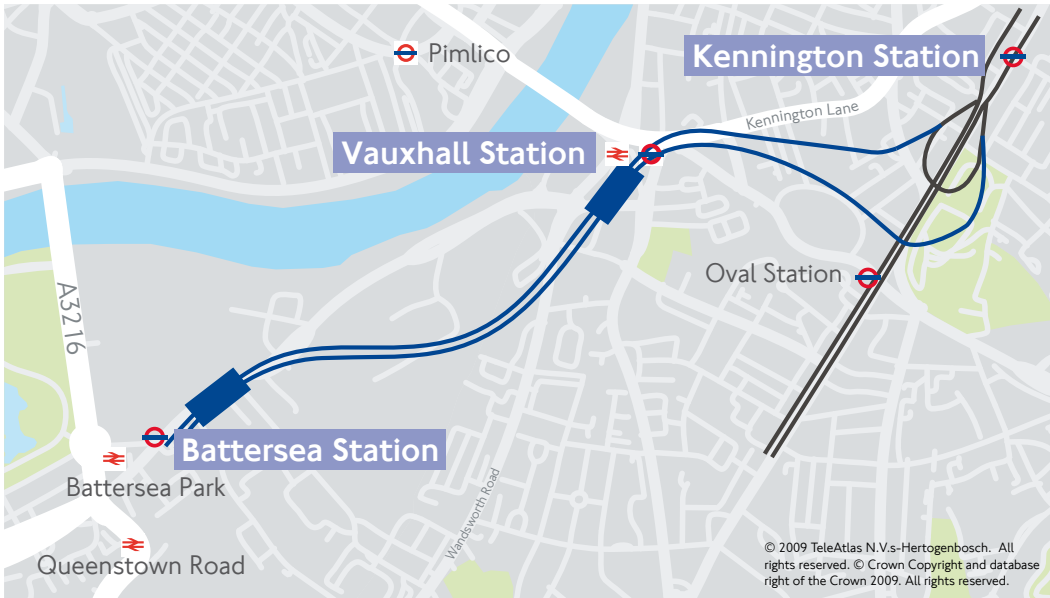
Route 1: Kennington – Battersea Power Station (direct)

This option would cost the least and be the easiest to build as there would only be one station at the end of the line. Since there is no intermediate station there would be no direct benefits to the people living around Nine Elms, Wandsworth Road and south Lambeth.



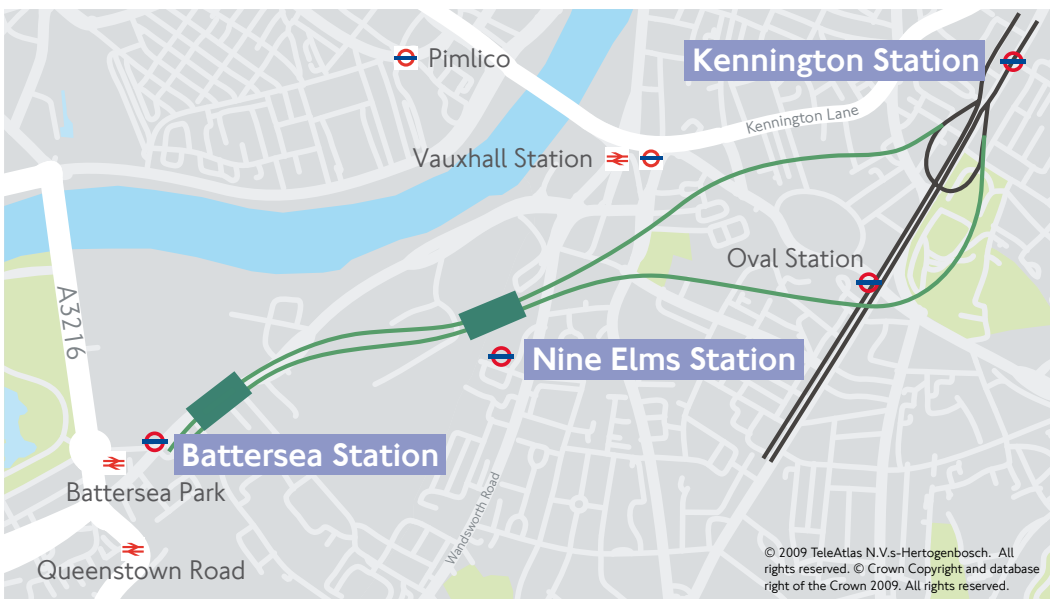
Route 2: Kennington – Battersea Power Station (via south Nine Elms)

This option would include an additional station in the Nine Elms area in the vicinity of Wandsworth Road. It would improve accessibility for people living around Nine Elms, Wandsworth Road and south Lambeth and help relieve pressure at Vauxhall station and on the Victoria line.



Route 3: Kennington – Battersea Power Station (via Vauxhall Station)

This option would connect directly to bus, Underground and National Rail services at Vauxhall. However, its proximity to Vauxhall station would also make it the most difficult and expensive option to construct, and would increase pressure at Vauxhall station and on the Victoria Line.



Route 4: Kennington – Battersea Power Station (via north Nine Elms)

This option would include a station to the north of the existing railway viaduct, which would serve the Nine Elms development area but be less accessible to communities along Wandsworth Road and south Lambeth than Route 2. It would also be more costly and difficult to construct than Route 2 because of its proximity to the viaduct.

Route 2 is currently the preferred option because it offers the most benefits, however, no formal decision on this has yet been taken and your views will be considered. The provisional detailed technical appraisal of route options is available on the project website www.northernlineextension.com

If you would like more information on any of the route options, please see the project website, come to an event or contact the project team on **0207 501 0676**.



What happens next?

We will be holding three further public exhibitions about the proposed extension, including route options:

Wednesday 6 July, 12 noon - 8pm,
the Long Room, KIA Oval, London SE11 5SS

Thursday 7 July, 12 noon - 6pm,
Sainsbury's Nine Elms, 62 Wandsworth Road, London SW8 2LF

Friday 8 July, 1pm - 7pm,
Battersea Park Station, Battersea Park Road, London SW8 4LJ

All comments we receive during this consultation and earlier consultations will inform the final appraisal of route options and decision-making process for the development of the proposed extension.

We will review our route option appraisal and report later on in the year on the results of the consultation and an update on the route to be taken forward. Further consultation will be carried out on the preferred route in due course.



Thank you for your interest to date and if you have any questions please call the project team on 020 7501 0676 or email consultation@northernlineextension.com

Please return the attached questionnaire by 10 August 2011



1. Please indicate which of the following most closely matches your view of the proposed extension

It will bring transport benefits to the Nine Elms and Battersea area

- Strongly agree Agree Neither agree nor disagree
 Disagree Strongly disagree Don't know

2. Which route option do you prefer for the proposed extension to the Northern line?

- Route option 1 Route option 2 Route option 3
 Route option 4 None of these route options No preference

3. Do you have any comments on Route 1?

4. Do you have any comments on Route 2?

5. Do you have any comments on Route 3?

6. Do you have any comments on Route 4?

7. Do you have any other comments?

8. In what capacity are you responding to the consultation?

- As an individual
 As a representative of a business
 As a representative of a community/voluntary organisation

9. What is the first part of your home/work postcode?

Home

Work

10. Are you:

- Male Female

11. What is your age group?

- Under 16 25-44 65-74
 16-24 45-64 75+

12. Do you have a mental or physical disability that limits your daily activities or the work you can do, including any issues due to your age?

- Yes No

13. What is your ethnic background?

14. Have you already responded to a consultation on these proposals? (tick as many as apply)

- No, never
 Yes, in summer 2010
 Yes, in May/June 2011
 Not sure/don't know

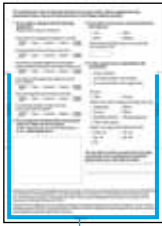
P.T.O.

If you would like to receive this document in large print, audio or another language please call 0800 298 3009

Mailing instructions

Step 1

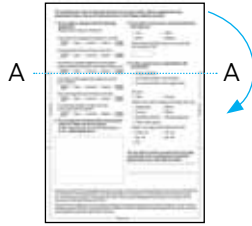
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gummed area

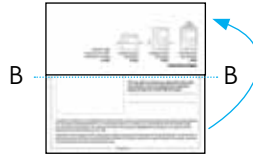
Step 2

Fold along line A and seal



Step 3

Fold along line B and seal



Step 4

Place in a post box – there is no need to affix a stamp

Treasury Holdings and their service providers will use your personal information for the purpose of administering this consultation and assessing opinions on the extension. Your personal information will be properly safeguarded and processed in accordance with the requirements of the Data Protection Act 1998.

2



Northern line extension Consultation
Freepost TK218
32 Upper Ground
LONDON
SE1 9YA

15. If you have already responded, has this leaflet on route options changed your views?

No

Yes

if yes, how?

Thank you for taking the time to complete this questionnaire.

Please send it back by **10 August 2011**.

November 2011

Consultation on options for
temporary worksites

Proposed Northern line extension to Battersea

We would like your views on the location of temporary workites in your area

Earlier this year we consulted you on the proposed extension of the Northern line to Battersea via Nine Elms. What you told us, along with other work on the engineering and other aspects of the proposals, is now being considered by TfL and the developer, Treasury Holdings. We will report to you on the results and our preferred route for the future by the end of this year.

Why are these temporary workites needed?
The work we need to do would allow the future construction of a junction to connect the extension to each of the existing Northern line tunnels close to Kennington. We first of all need to stabilise the ground in the area so that the buildings above are protected from settlement. These are called 'ground treatment works', and would need to be done at each of the two points where the extension would connect to the Underground line below ground.

The Northern line and Kennington station would continue to operate as usual.

What ground treatment works are proposed?
The work we propose to undertake involves the injection of a cement / water mix into the subsoil where the tunnel connection works will take place. This cement then hardens to support the soil and so protects the surface land and properties. To do this, we need to excavate a temporary shaft of 5-6 metres in diameter from the surface down to around 25 metres below ground, at each site. Around each shaft, we will need to have a worksite of around 30-35 metres long by around 6 metres wide for deliveries, storage and general works use.

All of the route options will require temporary work to prepare for the connection of the extension to the existing tunnels at Kennington. In your area, we would need to undertake work around De Laune Street and Radcot Street. We intend to start this work in 2014 and would like your views on the location of these temporary workites. Although this is some time away, we need to start planning this process now in order to manage the work effectively. You can comment on these works by:

- completing the attached questionnaire, which can also be filled in online at www.northernlineextension.com or
- emailing your comments to consultation@northernlineextension.com

Please let us have your views by Friday 11 November 2011.

You can comment on these works by:

- completing the attached questionnaire, which can also be filled in online at www.northernlineextension.com or

- emailing your comments to consultation@northernlineextension.com

Please let us have your views by **Friday 11 November 2011.**

We will be holding a public exhibition for you to find out more about the temporary ground treatment works on the following date:

Tuesday 11th October, 7pm,
Durning Library, 167 Kennington Lane

Alternatively, to read further information on the selection of workites please visit our website www.northernlineextension.com. Please call the project team on **020 7501 0676** if you would like to ask any questions.

2

Northern line extension consultation
Freepost TK218
32 Upper Ground
LONDON
SE1 9YA

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Mailing instructions

Step 1
Moisten the gummied area



Step 2
Fold along line A and seal



Step 3
Place in a post box – there is no need to affix a stamp

Treasury Holdings and their service providers will use your personal information for the purpose of administering this consultation and assessing opinions on the extension. Your personal information will be properly safeguarded and processed in accordance with the requirements of the Data Protection Act 1998.



The potential locations for the workites

The locations shown below have been developed in discussion with local residents during the recent consultation. All of these options are feasible.

The results of this consultation together with further technical work will inform the decision on the preferred workites.

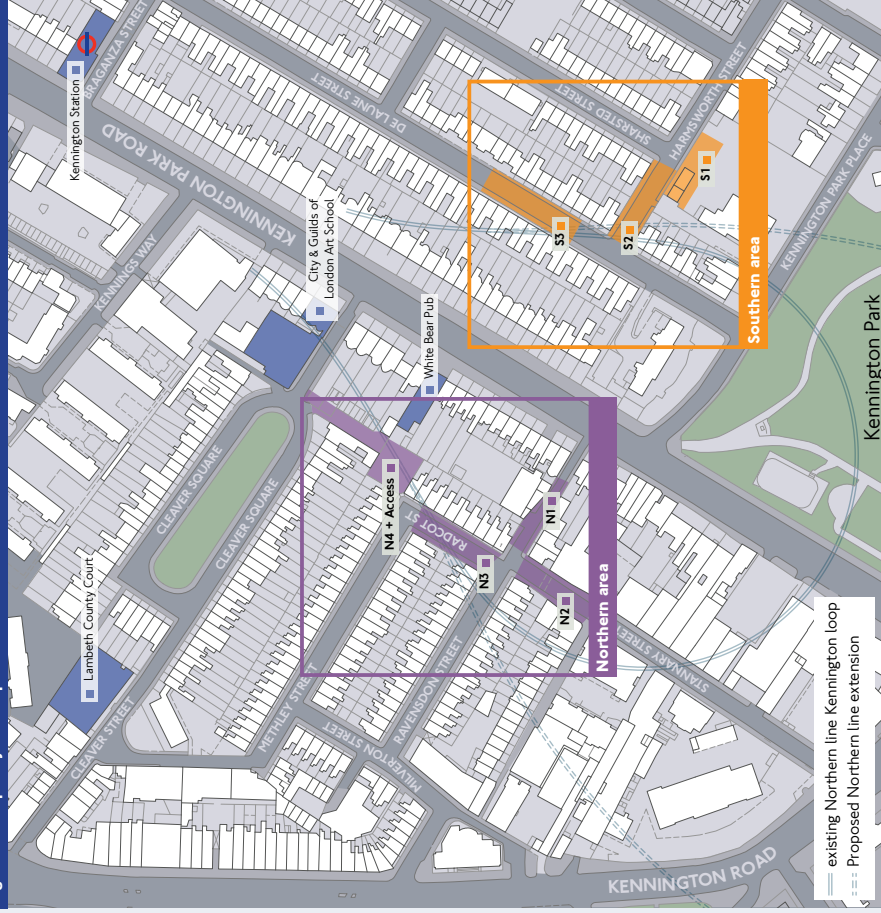
Northern area

We need one workite in this area, and have identified four possible locations (N1, N2, N3 and N4) as shown in Figure 1 below.

Southern area

We need one workite in this area, and have identified three possible locations (S1, S2 and S3), as shown in Figure 1 below.

Figure 1 - Temporary shaft options



During construction

The works undertaken at these sites will be regulated by a Code of Construction Practice which is agreed with the local authority. The Code would require us to manage the impact of the works locally, and could include provisions concerning construction noise, vibration, dust, diversions, dirt on highways, and working hours.

Work sites located on a road would use the whole width of the road, which would be closed to traffic for the duration of the works and diversionary routes and parking suspensions put in place.

There will be construction activity around the sites including traffic to remove excavated material and deliver site supplies. We estimate the work to take between 18 months to two years, although work will not take place every day during this time.

What about when it's finished?

There will be no detrimental long term impact in the local area as a result of the temporary works. Once the works are completed the shafts will be filled and the land restored to how it was before. All the construction is below ground and there will be no new structures visible in the street.

1. What are your preferences for the location of the temporary workite in the Northern area (see Figure 1)? Please tick one only

- N1 Ravensdon Street
- N2 Stamford Street
- N3 Radcot Street
- N4 White Bear pub garden plus access route to Cleaver Square
- Any of these
- None of these
- No opinion

2. What are your preferences for the location of the temporary workite in the Southern area (see Figure 1)? Please tick one only

- S1 Bishops House Children's Centre
- S2 Harmsworth Street
- S3 De Laune Street
- Any of these
- None of these
- No opinion

3. Do you have any other comments?

4. In what capacity are you responding to the consultation?

- As an individual
- As a representative of a business
- As a representative of a community/voluntary organisation

5. What is your home/work postcode?

Home

Work

6. Are you:

- Male
- Female

7. What is your age group?

- Under 16
- 16-24
- 25-44
- 45-64
- 65-74
- 75+

8. Do you have a mental or physical disability that limits your daily activities or the work you can do, including any issues due to your age?

- Yes
- No

9. What is your ethnic background?

Thank you for taking the time to complete this questionnaire.

Please send it back by
Friday 11 November 2011.

June 2012

NLE update



Image courtesy of Covent Garden Market Authority and Foster + Partners

Update

Proposed extension of the Northern line to Nine Elms and Battersea

NLE - Summer 2012



Thousands of Londoners have had the opportunity to have their say and shape plans for the proposed extension of the Northern line to Battersea. With extensive planning, design and public consultation undertaken, work is now under way to prepare a submission to the Secretary of State for Transport for permission to build and operate the extension (under a Transport and Works Act Order).

Transport for London (TfL) worked closely with the developer of Battersea Power Station on the extension proposals until it went into administration in December 2011. The Mayor of London recognises the significant boost the extension will bring to new homes, jobs and transport for the Capital and has requested that TfL progress the proposals while a new owner for the site is sought.

This leaflet provides an overview of the public consultation to date, the programme of work ahead and where you can find more information about the proposed plans.

Sign up now at tfl.gov.uk/nle to keep up-to-date with the latest news and information on the extension.

Public consultation

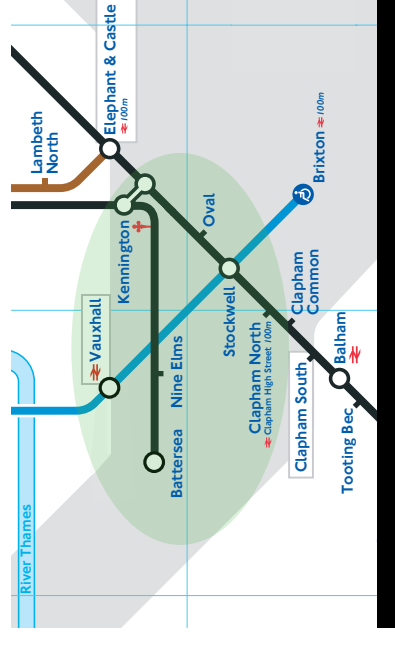
Consultations in summer 2010 and 2011 asked for feedback on four proposed routes for the Northern line extension and the locations for permanent shafts. Leaflets were sent to 40,000 households and businesses along the route with an invitation to complete paper or online questionnaires. In addition, public exhibitions and meetings were held for local residents, businesses and community groups.

In the autumn of 2011, 2,500 households and businesses were asked for their preferences on the proposed locations for temporary shafts in the Kennington area. Meetings were held with residents and community groups close to the potential sites.

The preferred route:

Kennington – Nine Elms – Battersea

The majority (61 per cent) of respondents told us their preferred route was from Kennington to Battersea, with new stations at Nine Elms and Battersea Power Station. There were high levels of support for the scheme, with the majority (87 per cent) agreeing it will benefit the area.



Why are we proposing this?

The extension of the Northern line is considered essential to support the transformation of Vauxhall and Nine Elms, a designated regeneration area on the South Bank, and is part of wider plans to improve public transport in the area.

A series of major redevelopment projects are now under way in Nine Elms and in Vauxhall which will create a new London district with up to 16,000 new homes and business space for 25,000 jobs.

Additional public transport, particularly the Northern line extension, is needed to make this happen and to benefit existing residents and businesses.

Benefits of the extension include:

- Two new stations at Nine Elms and Battersea, linked to existing bus routes, to improve access to the Tube network
- Journey times from Battersea to the West End or the City will, in some cases, be less than 15 minutes
- Less pressure on Vauxhall station and relief to the existing Northern line south of Kennington

Who's involved

The scheme is supported by the Mayor of London and was backed by the Government in the Chancellor's Autumn Statement. Wandsworth, Lambeth and Southwark councils and the key landowners in the area also support the scheme.

Who will pay for the Northern line extension?

We are working with the Government, the Greater London Authority (GLA), the London boroughs of Wandsworth and Lambeth and local landowners to confirm a funding package for the extension.

An independent report on the economic impact of the Northern line extension has shown that the extension would generate substantial benefits.

When will the extension open?

Subject to funding being in place and permission from the Secretary of State for Transport to build and operate the extension, the new stations at Nine Elms and Battersea could be open by 2019.

Sign up now at tfl.gov.uk/nle to keep up-to-date with the latest news on the Northern line extension.

What next

Over the coming months, we will:

- Progress the detail of the proposed route ready for further consultation
- Conduct further environmental impact, business and economic assessment studies
- Work with local authorities and resident groups to agree the exact location and outline design of the proposed shafts
- Consult on proposals for the new Nine Elms station
- Work closely with the new owner of Battersea Power Station, once appointed, to progress the plans for the extension
- Prepare a submission to Government for permission to build and operate the extension

Have your say

- Further consultations and events on the proposed scheme will be held in autumn 2012. Sign up at tfl.gov.uk/nle to be updated when these are confirmed

For more information

Visit tfl.gov.uk/nle or contact the project team by email: nle@tfl.gov.uk

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

2012

Consultation on plans to extend the
Northern line to Nine Elms and Battersea



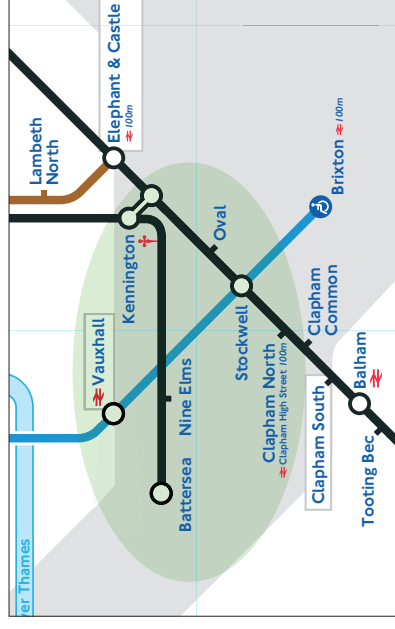
Have your say

Plans to extend the Northern line to Nine Elms and Battersea

Autumn 2012

Front cover image courtesy of Covent Garden Market Authority and Foster + Partners

We'd like to hear your views on plans to extend the Northern line to Nine Elms and Battersea.



A consultation on the latest plans to extend the Northern line is now under way.

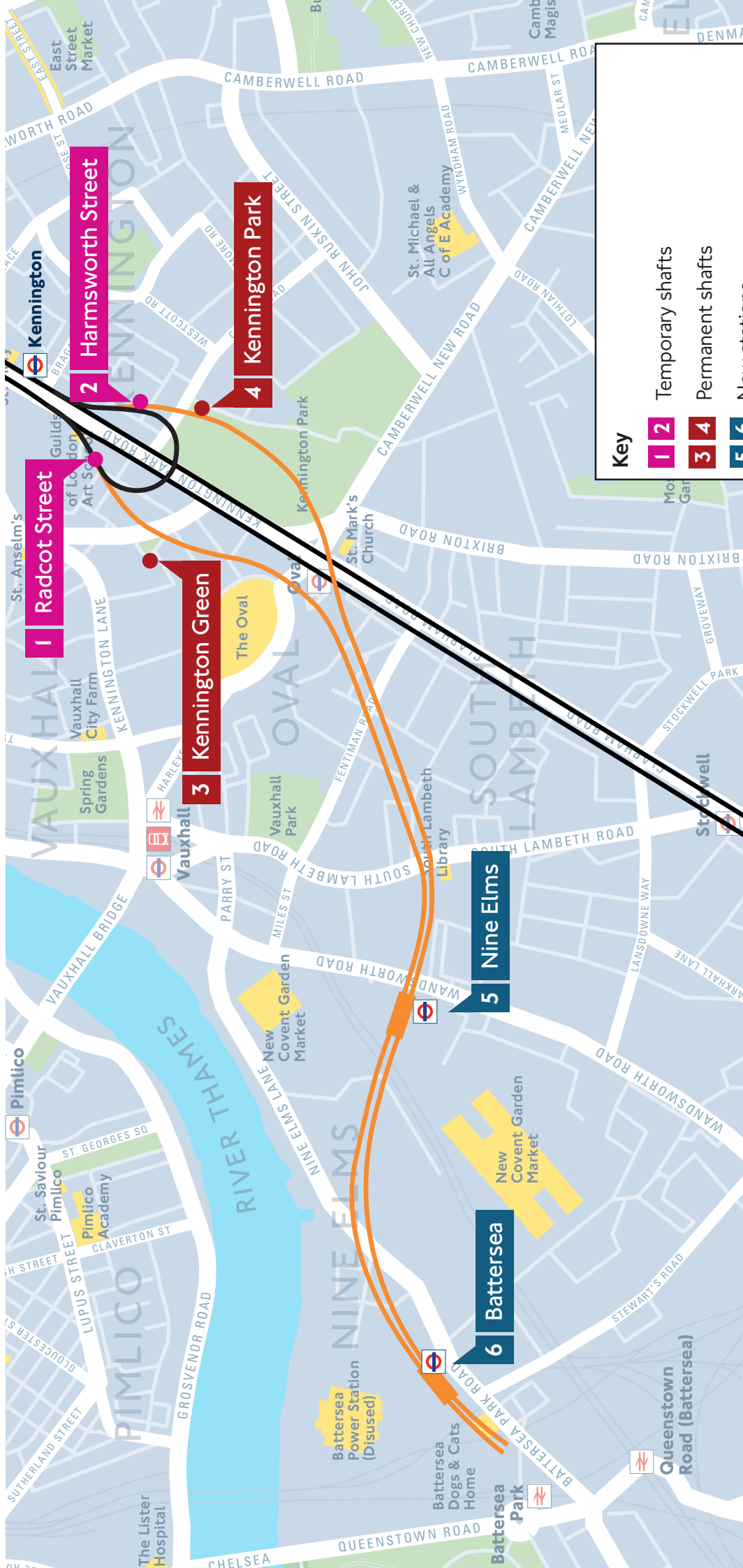
We've used feedback from previous scheme consultations and conducted extensive planning and design work to update the proposals. They are now available for you to view and comment on. We want to hear your views before we finalise the plans and seek the Government's go-ahead for the extension.

This leaflet sets out the potential route and where to find further details on the scheme. This includes locations for the new stations, the worksites required for construction and the designs for the permanent shafts.

We have listened to concerns raised in previous consultations and our responses to these can be found at tfl.gov.uk/nle. For example, the proposed permanent shaft in the Claylands Road area is no longer included in the proposals following your feedback.



Proposed route and key sites



1 2 Temporary shafts are required at Radcot Street and Harmsworth Street to stabilise the ground in preparation for the tunnels to be built

3 4 Permanent shafts at Kennington Green and Kennington Park are needed to allow air in and out of the underground tunnels, help cool

the Tube and enable emergency access to and from the tunnels if necessary

5 6 New stations at Nine Elms and Battersea, providing step-free access from street to train

Key

- 1 2** Temporary shafts
- 3 4** Permanent shafts
- 5 6** New stations

-  Proposed Northern line extension
-  Current Northern line

View and download further information about each of the sites and other details about the scheme at tfl.gov.uk/nle

Have your say

This consultation gives you an opportunity to comment before we submit our application for the Transport and Works Act Order (TWAO) needed to start construction.

Get in touch

Visit tfl.gov.uk/hle to view the proposals, leave a comment or complete the questionnaire.

Or speak to us in person and view the proposals at:

Market Towers 1 Nine Elms Lane, SW8 5NQ	Thursday 15 November 15:00 to 20:00 Friday 16 November 08:00 to 18:00
Sainsbury's 62 Wandsworth Road, SW8 2LF	Friday 23 November 12:00 to 19:00 Saturday 24 November 09:30 to 13:00
Gallery on the Corner 155 Battersea Park Road, SW8 4BU	Thursday 29 November 15:00 to 20:00
The Kia Oval Executive Box 56, Kennington, SE11 5SS	Friday 7 December 12:00 to 19:00 Saturday 8 December 09:30 to 13:00

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

Alternatively you can make comments by post by writing to us (no stamp required) at:

Business Reply Licence Number RRZL-CUSK-AAEE
TfL Northern line extension, Floor 10, Windsor House, 42-50 Victoria Street, London SW1H 0TL

The proposals

- Extension of the Charing Cross branch of the Northern line from Kennington to Battersea via Nine Elms
- New stations at Nine Elms and Battersea
- Two permanent shafts at Kennington Green and Kennington Park to provide ventilation, cooling and emergency access if required
- Two temporary shafts to enable works to stabilise the ground in preparation for the new tunnels to be built

Why the extension?

The proposed extension is essential to support the transformation of Vauxhall and Nine Elms which will see up to 16,000 homes and 25,000 jobs created over the next 20 years. It is part of wider plans to improve public transport in the area.

Benefits would include:

- New Tube stations at Battersea and Nine Elms, putting thousands more people within easy walking distance of the Tube network
- Reduced pressure on Vauxhall station and relief to the existing Northern line south of Kennington
- Wider access to leisure and employment opportunities for local people
- Cutting journey times from this part of London to the West End and City to around 15 minutes

What's next?

Subject to funding being in place and permission to build and operate the extension being given, the new stations at Nine Elms and Battersea could be open by 2020.

Our next steps

- Complete an Environmental Impact Assessment and other related reports required for the TWAO application (**spring 2013**)
- Submission of TWAO application (**spring 2013**)
- Public inquiry (**autumn 2013**)
- Decision on TWAO application (**autumn 2014**)
- Proposed start of construction (**from spring 2015**)

Affected properties

In advance of submitting the TWAO application we will be writing to the owners and occupiers of properties above the proposed tunnels and those that may be affected by the construction of the project.

For more information

See further information about the key sites and other details about the scheme at tfl.gov.uk/nle or email the project team at nle@tfl.gov.uk

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

Northern line extension

Background paper: limits of deviation

This paper explains how the proposed limits of deviation for the works intended to be authorised by the Northern line extension (NLE) Transport and Works Act Order will operate.

It will be of particular relevance to those close to the proposed NLE works.

This summary is not intended to replace or alter the text of the paper itself or any commitments contained in it, and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper or about how it might apply to you, please contact nle@tfl.gov.uk

Limits of deviation

1 Introduction

- 1.1 This paper explains how the proposed limits of deviation for the works intended to be authorised by the NLE Transport and Works Act (TWA) Order (the Order) will operate.
- 1.2 The lateral limits of deviation shown on the Order plans will define the maximum extent within which the railway and ancillary works listed in the Order can be built. In addition, there will be vertical limits of deviation for the same purpose. These are generally standard: not exceeding three metres upwards and to any extent downwards, except in relation to specified aspects of the project.
- 1.3 The Order will have to contain sufficient lateral and vertical limits of deviation to allow for refinement of the preliminary design, on which the Order plans are based, during the detailed design stage.

- 1.4 Providing lateral and vertical limits of deviation is normal practice for TWA Orders for railway projects.

2 Vertical limits of deviation

- 2.1 Railways legislation has usually provided for vertical limits of deviation and a three metre upwards limit of deviation is included in the Department for Transport's model clauses for railways to be authorised by TWA Orders. This three metre limit was included in the following TWA railway orders affecting London:
 - DLR Stratford International Extension;
 - DLR Silvertown and London City Airport Extension; and
 - Victoria Station Upgrade (although for certain works an upwards deviation to any extent was permitted provided the work remained more than 4.5 metres below the surface).



The Channel Tunnel Rail Link Act 1996 also included this standard three metre limit as did the Crossrail Act 2008 although the latter allowed an increase to six metres in certain circumstances.

In contrast, the TWA Orders for the two East London Line Extensions and DLR's Woolwich Arsenal Extension authorised a 5 metre upwards vertical limit of deviation and the Heathrow Express and Piccadilly Line Extension TWA Orders allowed 6 metres.

- 2.2 The vertical limits of deviation for the NLE will be contained in the draft Order submitted as part of the TWA application.

3 Lateral limits of deviation

- 3.1 The centre lines of the running tunnels of the NLE are drawn to match engineering requirements for the tunnels in question, and the lateral limits of deviation are generally drawn to provide a standard outer corridor width in relation to that centre line.

- 3.2 The width of the corridor would allow for a minimal amount of deviation when the detailed design is carried out, with the benefit of more comprehensive ground investigation data.

- 3.3 There is no intention to acquire permanently any surface land above bored tunnels (with the exception of ventilation and intervention shaft sites and stations). The land required to construct, operate and maintain the tunnels and the railway within them would be restricted to a subsurface stratum.

- 3.4 Further design work will take place for the construction phase of the scheme, utilising additional surveys, ground investigations and other relevant additional information. It will need to take account of undertakings and assurances given during the Order application process, as well as discussions with third parties.

- 3.5 The alignment of a modern railway is relatively inflexible as far as localised changes are concerned. Safety standards related to the speed of the train limit the minimum acceptable radius of curves and the rate at which gradients can change. Consequently a small change at one location can produce a significant effect over a long length of railway and so the scope for deviation of the railway within the limits of deviation is limited.

- 3.6 The lateral limits of deviation for the NLE will be set out in the draft Order submitted as part of the TWA application.

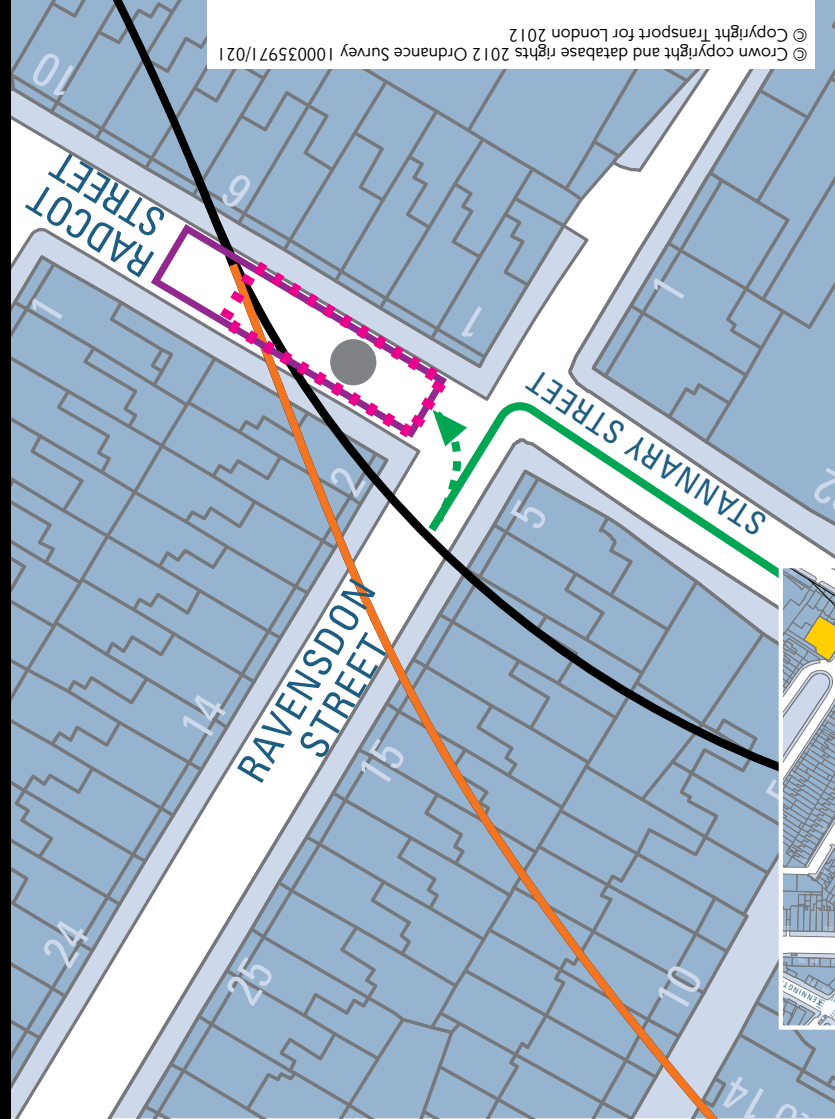
4 Exercise of Order powers

- 4.1 The powers in the Order will only be able to be used for authorised purposes. Accordingly, land can only be acquired within the limits and then used for the purpose for which acquisition is authorised by the Order.

- 4.2 The Environmental Statement submitted as part of the TWA application will identify the likely significant impacts that will arise from the construction and operation of the NLE. It will take into account the practicable scope for variation within the limits of deviation.

Northern line extension

Factsheet 1: Temporary shaft site at Radcot Street



Key

- Northern line
- Proposed Northern line extension
- Construction traffic access
- Construction site perimeter - first 2-3 months
- Construction site perimeter during grout treatment
- Shaft



1. Background

To build the Northern line extension (NLE) the new tunnels would be connected to the existing ones along the line, which are approximately 300m from Kennington station.

To build these connections (known as step plate junctions) it is anticipated that as the tunnel work is progressing there will be a need for ground treatment works to stabilise the ground, and reduce ground movements and the risk of settlement damage on adjacent properties.

Our current approach is to carry out these works from two temporary grout shafts (see factsheet 7 Temporary shafts and ground treatment works). We recognise this could impact on local residents and we continue to investigate how these impacts may be minimised.

To ensure the ground treatment works are most effective, the proposed temporary shafts must be located at sites as close as possible to junctions where the new tunnels would join the existing Tube lines.

Radcot Street and Harmsworth Street are the two sites along the proposed route of the NLE where a temporary grout shaft would be best located. These sites were chosen following consultation in 2011 and further technical work to assess

engineering and building options, traffic impacts and the potential disruption for each of the sites. The proposed sites have been selected and endorsed in consultation with Southwark and Lambeth Councils.

2. Location

The map illustrates the location of the proposed temporary shaft at Radcot Street and the likely construction site required to carry out the works.

3. Construction impacts

The first phase of work would last between two and three months and a construction site would be required of around 30-35 metres long by six metres wide for machinery, storage and general works use. The site would be screened by a protective hoarding. After this phase, the size of the construction site would be reduced to around 15-20 metres long by six metres wide for the duration of the works (approximately 18 months) while ground treatment is carried out. Throughout the works, Radcot Street would be closed to traffic. Pedestrian access would be retained. During the first phase of work to excavate the shaft, it's anticipated there may be up to 10 lorry loads a day. For the rest of the period (approximately 18 months) and while ground treatment works are



carried out, traffic to and from the site would be minimal (perhaps between one and two vehicles a day). Detailed traffic assessments are still under way, however early indications suggest that up to 15 car parking spaces could be temporarily suspended at Radcot Street. There may also be the occasional requirement for additional spaces on Ravensdon Street to allow access for the larger vehicles required to deliver one-off pieces of engineering equipment. We would work with the local authority to find alternative parking options.

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. We will minimise these impacts as far as practicable by working closely with the local authority and residents.

We will be required to adhere to a strict code of construction practice which will be agreed with the local authorities and 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 18:00 on weekdays, and between

08:00 and 13:00 on Saturdays. Working at other times would be by exception, but this might include working when the Tube is not running when it is absolutely necessary to do so.

4. Permanent impacts

On completion of works, the site would be restored to its original state. There would be no permanent impacts.

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 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 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 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 also write to the owners and occupiers of properties directly affected by the construction of the NLE.

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

We and our contractors will 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, if you wish to receive a paper version of the feedback form please call **0843 222 1234** or email nle@tfl.gov.uk and we can arrange for one to be posted to you.

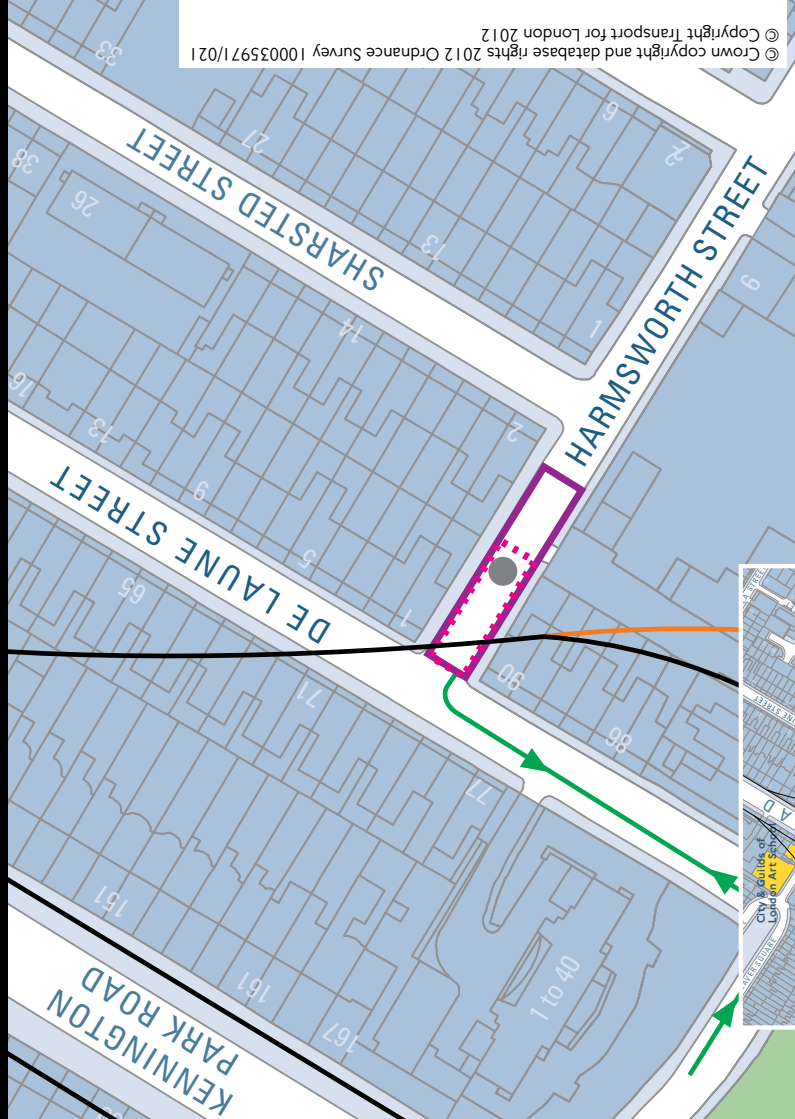
The consultation period will close at 17:00 on 16 December 2012.

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 2: Temporary shaft site at Harmsworth Street



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1. Background

To build the Northern line extension (NLE) the new tunnels would be connected to the existing ones along the line, which are approximately 300m from Kennington station.

To build these connections (known as step plate junctions) it is anticipated that as the tunnel work is progressing there will be a need for ground treatment works to stabilise the ground, and reduce ground movements and the risk of settlement damage on adjacent properties (see factsheet 7 Temporary shafts and ground treatment works).

Our current approach is to carry out these works from two temporary grout shafts. We recognise this could impact on local residents and we continue to investigate how these impacts may be minimised.

To ensure the ground treatment works are most effective, the proposed temporary shafts must be located at sites as close as possible to the junctions where the new tunnels would join the existing Tube lines.

Harmsworth Street and Radcot Street are the two sites along the proposed route of the NLE where a temporary grout shaft would be best located. These sites were chosen following a consultation in 2011 and further technical work to assess

engineering and building options, traffic impacts and the potential disruption for each of the sites. The proposed sites have been selected and endorsed in consultation with Southwark and Lambeth Councils.

2. Location

The map illustrates the location of the proposed temporary shaft at Harmsworth Street and the likely construction site required to carry out the works.

3. Construction impacts

The first phase of work would last between two and three months and a construction site would be required of around 30-35 metres long by six metres wide for machinery, storage and general works use. The site would be screened by a protective hoarding.

After this initial phase, the size of the construction site would be reduced to around 15-20 metres long by six metres wide for the duration of the works (approximately 18 months) while ground treatment is carried out.

Throughout the works, Harmsworth Street would be closed to traffic and access to the construction site will be via De Laune Street. Pedestrian access would be retained.

During the first phase of work to excavate the shaft, it's anticipated there may be up to 10 lorry loads

Key

- Northern line
- Proposed Northern line extension
- Construction traffic access
- Construction site perimeter - first 2-3 months
- Construction site perimeter during grout treatment
- Shaft



a day. For the rest of the period (approximately 18 months) and while ground treatment is carried out, traffic to and from the site would be minimal (perhaps between one and two vehicles a day).

Detailed traffic assessments are still under way, however early indications suggest that up to 15 car parking spaces could be temporarily suspended at Harmsworth Street. We would work with the local authority to find alternative parking options.

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. We will minimise these impacts as far as practicable by working closely with the local authority and residents.

We will be required to adhere to a strict code of construction practice which will be agreed with the local authorities and 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 18:00 on weekdays, and between 08:00 and 13:00 on Saturdays.

Working at other times would be by exception, but this might include working at times the Tube is not running when it is absolutely necessary to do so.

4. Permanent impacts

On completion of the works, the site would be restored to its original state. There would be no permanent impacts.

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 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 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 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 in spring 2013 to Government for permission to build and operate the extension.

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

Subject to permission being granted, a contractor would be appointed to carry out the works. We and our contractors will 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 information and feedback sessions. We'd welcome any other ideas from local residents on how they would like to be kept informed and engaged 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, if you wish to receive a paper version of the feedback form please call **0843 222 1234** or email nle@tfl.gov.uk and we can arrange for one to be posted to you.

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

8. Further information

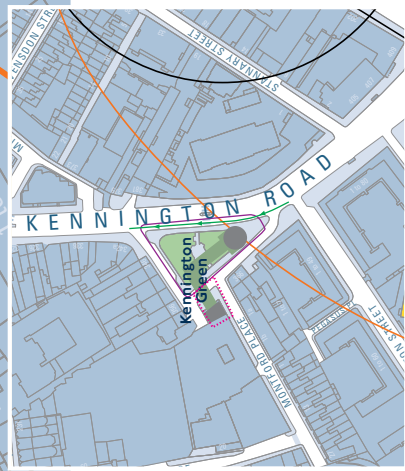
More information about key sites, a consultation feedback form and other details about the scheme can be found at tfl.gov.uk/nle

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Northern line extension Factsheet 3: Permanent shaft at Kennington Green



- Key**
- Northern line
 - Proposed Northern line extension
 - Construction traffic access
 - Construction site perimeter for shaft
 - Construction site perimeter for head house (3-4 months)
 - Passageway (underground)



1. Background

Permanent shafts will be needed to allow air in and out of the underground tunnels, help cool the Tube, extract smoke in the unlikely event of a fire and provide emergency access.

The shafts would need to be constructed as close as is practicable to the junction where the existing and new railway will meet. They must also be directly above the tunnels to allow for the removal of the machines used to dig them.

Following design and technical appraisals, Kennington Green and Kennington Park were identified as optimum locations for the permanent shafts.

The shaft at Kennington Green is underground but requires a structure on the surface, known as a head house, to provide access and to house ventilation fans and other equipment. The shaft itself would be constructed above the tunnel. However, as it's not essential for the head house to be situated directly above the shaft, in a public consultation in the summer of 2011 we asked local people where they would prefer it to be. There was an overwhelming preference for locating it in the grounds of the Beefeater distillery. This option has been endorsed by Lambeth Council

and we have worked closely with them on the proposed design and construction plans.

The proposal is for the construction of a shaft measuring approximately 13.5m in diameter and 25m deep within the Green. The top of the shaft would be flush to the ground and covered by an access hatch (3m x 3.4m) using materials in keeping with the surroundings (such as grass, stone and other materials). The head house would be built within the Beefeater Distillery and integrated with its existing structures. A link passage would be built beneath the Green, between the shaft and the head house.

2. Location

The map shows the proposed location of the shaft, head house, and underground passageway and the likely construction site required to carry out the works.

3. Design

We have engaged with local residents, Lambeth Council and heritage, conservation and design experts to develop ideas for how Kennington Green could be restored and improved once the shaft and head house have been built.

The image below reflects features local residents have told us are important to them and we'd like



your views before we develop more detailed designs.

The new design for the Green could create a simple and high quality space, providing an attractive setting to the surrounding housing and buildings. The green space could be maximised and trees planted to provide a buffer from traffic noise and reinforce the tree lined nature of Kennington Road. The Green's boundary could be defined and enclosed with a simple post and chain fencing.

Seating could be provided at the southern tip, with the opportunity of installing public art to reflect the heritage of the area.

The boundary roads would offer convenient pedestrian access. A crossing at the entrances to these roads would make it clear to drivers that these are residential roads.

4. Construction impacts

The map shows the construction site that is likely to be required to build the shaft, head house and

passageways. The site includes the entire Green and would be required for approximately two years. For the last 3-4 months of building the site would be extended across the road to the distillery to allow for the construction of the head house.

During this time there would be construction activity around the site, including additional traffic to remove excavated material and deliver site supplies. Over a two to three month period, around 40 lorries a day could be required to remove excavated

matter from the site. During the rest of the construction period, there would be one-off deliveries of large equipment and building supplies. Excavated material and supplies delivered to the site would be limited to those required to construct the shaft, head house, passageway and the tunnel to the junction with the existing and new tunnels.

Detailed traffic assessments are still under way but we would work to keep traffic obstruction to a minimum on Kennington Road. However, there could be an impact on on-street parking in the area during construction. We will work closely with the local authority to identify alternative parking provision if required.

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.



Illustration shows potential design for Kennington Green

The detail of the code has yet to be defined but normal working hours are likely to be between 08:00 and 18:00 on weekdays, and between 08:00 and 13:00 on Saturdays. It is necessary for the tunnelling work to be a continuous process and 24-hour working will be required. TfL will endeavour to ensure that work at surface level outside normal working hours and likely to cause disturbance is kept to a minimum. Working at other times for work other than tunnelling would be by exception and only where it is absolutely necessary to do so.

5. Permanent impacts

Once construction is complete the Green would be restored and improved. With the exception of access doors and ventilation grilles, it's unlikely the head house would be seen from the Green itself. We will continue to work with Lambeth Council on the design of the head house. Access to the shaft would occasionally be required for maintenance of the fans.

While every effort will be taken to minimise the impacts, some trees could be lost as a result of the works and this will be assessed in the environmental statement. Plans for reinstatement will be agreed with the local authority.

6. 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 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 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 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

7. 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 write 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 contractor, we will 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 other ideas from local residents about

how they would like to be kept informed during this period.

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

8. 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 to request one be sent to you.

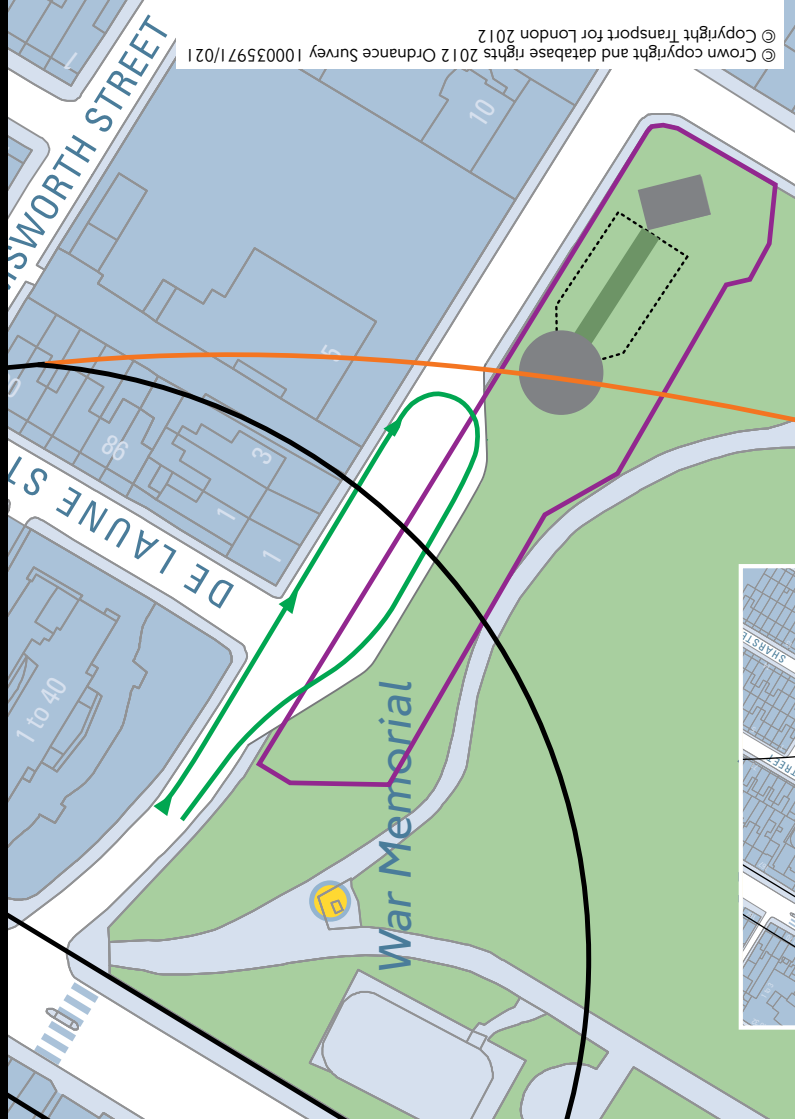
The consultation period will close at 17:00 on 16 December 2012.

9. Further information

Go to tfl.gov.uk/nle for more information about key sites, a consultation feedback form and other details about the scheme.

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Northern line extension Factsheet 4: Permanent shaft at Kennington Park



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- Key**
- Northern line
 - Proposed Northern line extension
 - Construction traffic access
 - Construction site perimeter
 - Electricity substation
 - Shaft
 - Old lodge
 - Passageway underground

1. Introduction

Permanent shafts are needed to allow air in and out of the underground tunnels help cool the Tube, extract smoke in the unlikely event of a fire and provide emergency access.

The shafts would need to be constructed as close as is practicable to the junction where the existing and new railway will meet. They must also be directly above the tunnels to allow for the removal of the machines used to dig the tunnels to the surface.

Following design and technical appraisals, Kennington Park and Kennington Green were identified as optimum locations for the permanent shafts.

The shaft at Kennington Park is underground but requires a structure on the surface, known as a head house, to provide access and to house ventilation fans and other equipment. The shaft itself would be constructed above the tunnel. However, as it's not essential for the head house to be situated directly above the shaft, in a public consultation in the summer of 2011 we asked local people where they would prefer it to be. There was an overwhelming preference for locating it at the Old Lodge within Kennington Park. This option has been endorsed by Lambeth Council

and we have worked closely with them on the proposed design and construction plans.

The proposal is for the construction of a shaft measuring approximately 13.5m in diameter and 25m deep. The top of the shaft will be flush to the ground, covered with materials in keeping with the surroundings (including grass, stone and other materials). The head house would be built on the site of the Old Lodge, which would be demolished.

Between the head house and the shaft an underground electricity substation to power the trains and a passage to link the shaft and the head house is proposed. These will be beneath the surface and measure approximately 17m long by 8m wide and 17m deep.

2. Location

The map shows the proposed location of the shaft, head house and underground passageway and the likely construction site required to carry out the works.



3. Design

We have engaged with local resident groups, Lambeth Council and heritage, conservation and design experts to develop ideas for how Kennington Park could be restored once the shaft and head house have been built.

The image below reflects the features local residents groups told us were important to them. We'd like your views before more detailed designs are developed.

The head house would be located where the lodge is, in the north-west corner of the park. The building wrapped around it could be designed to be used for activities related to the park. It could be surrounded by a screening of trees and plants to ensure it is in keeping with the rest of the park. The materials used could be timber, brick and glazing which would all be appropriate to a park setting.

4. Construction impacts

The construction site is likely to be required for approximately two years. We will engage with the existing users of the lodge and the local authority to discuss how the works are likely to affect them.

During this time, there would be construction activity around the site, including traffic to remove excavated material and deliver site supplies. Over a two to three

month period, around 40 lorry loads a day could be required to remove excavated matter from the site. During the rest of the construction period, there would be one-off deliveries of equipment and building supplies. Excavated material and supplies delivered to the site would be limited to those required to construct the shaft, head house, substation, passageway and the tunnel to the junction with the existing and new tunnels.

Access to the site would be from Kennington Park Road. To keep traffic obstruction to a minimum and avoid the need for construction traffic to park on the road, the site will be designed so as lorries can turn on the site. There could also be some impact on the provision of on-street parking in the area during the construction phase. We would work closely with the local authority to identify alternative parking provision should this be required.

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 authority. 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 18:00 on weekdays, and between 08:00 and 13:00 on Saturdays. It is necessary for the tunnelling work to be a continuous process and 24-hour working will be required. TfL will endeavour to ensure that work at surface level outside normal working hours and likely to cause disturbance is kept to a minimum. Working at other times for work other than tunnelling would be by exception and only where it is absolutely necessary to do so.

5. Permanent impacts

Once work is complete, the park area used for the construction site will be fully restored and we will work closely with local residents and Lambeth Council to agree a restoration plan. This is likely to be subject to a separate consultation by Lambeth Council as part of the planning approvals for the reinstatement of the park.

The head house will be visible to park users and from the roadside on the corner of Kennington Park Road and St Agnes Place. Some trees may be lost as a result of

the works and this will be assessed in the environmental statement. Plans for reinstatement will be agreed with the local authority.

6. 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 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.

7. 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 write 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 other ideas from local residents about how they would like to be

kept informed and engaged during this period.

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

8. 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 to request one be sent to you.

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

9. Further information

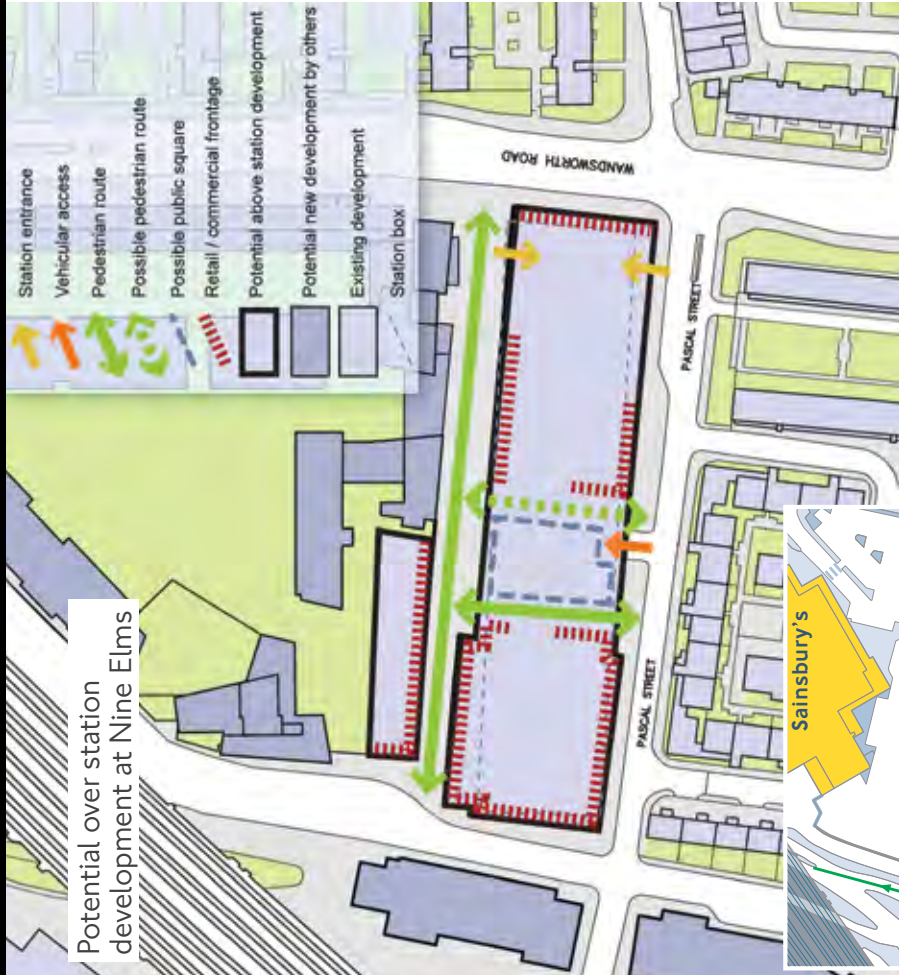
Go to tfl.gov.uk/nle for more information about key sites, a consultation feedback form and other details about the scheme.

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Northern line extension

Factsheet 5: New station at Nine Elms

Potential over station development at Nine Elms



- Key**
- Proposed Northern line extension
 - Construction traffic access
 - Construction site perimeter
 - Proposed station box

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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

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

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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

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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



Design proposals for the new station at Battersea



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 18:00 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

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.

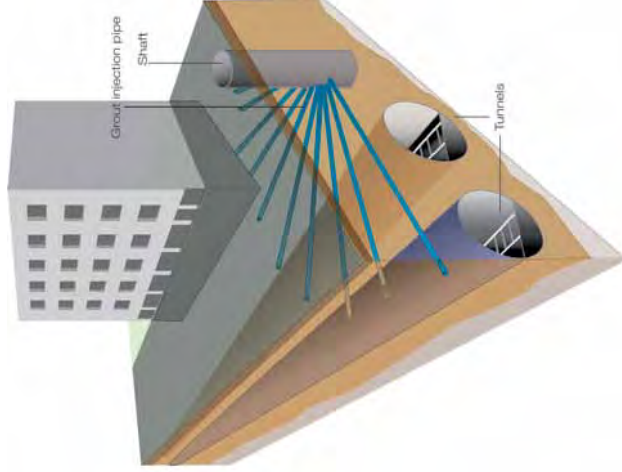
The consultation period will close at 17:00 on 16 December 2012.

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 7: Temporary shafts and ground treatment works



1. Introduction

This temporary shafts and ground treatment factsheet will explain:

- Why ground treatment is necessary
- What grout shafts are
- How grout shafts will be used on the construction of the Northern line extension

2. Why is ground treatment necessary?

Digging tunnels and shafts that will be required during the construction of the Northern line extension may cause small movements in the ground. This is called 'settlement'. In most cases you would not be able to see the effects of settlement, but sometimes there may be small cracks in plaster, and in a few cases doors or windows may stick. Settlement can, very rarely, affect the structure of a building.

Ground treatment works can minimise settlement and its impact on a property.

3. How will Transport for London minimise settlement?

We know a lot about how settlement works from projects such as the Heathrow Express railway, the Jubilee line extension, tunnels for the Docklands Light Railway, the Channel Tunnel Rail Link and the Thames Water Ring Main. We have also learned a lot about how best to minimise it.

Settlement will be minimised by the tunnelling and excavation techniques used to build the Northern line extension. For example, by using tunnelling machines that will exert a continuous pressure on the surrounding earth. If necessary, we will also treat the ground so that it is less likely to move. The most effective means of doing this is by using 'compensation grouting'.

4. What is compensation grouting?

Compensation grouting is a well-established technique employed on tunnelling projects around the world to minimise settlement.

It works by injecting a cement-like grout into the ground to firm up the area where settlement is expected to occur. This is injected via small-diameter underground pipes which spread out from a central 'grout shaft'. This method can be employed very precisely and is an effective way of minimising settlement and damage to buildings.

5. What are grout shafts?

Grout shafts are holes in the ground from which grout can be pumped.

They will be operated from workites of approximately 30-35m by 6m.

The workites will be surrounded by hoardings to limit dust and noise. Much of the equipment that will be used will be located within the shafts, further limiting noise and dust.

6. Where and when will grout shafts be used on the Northern line extension?

Radcot Street and Harmsworth Street in Kennington have been identified as proposed locations for grout shafts. These will be at the point where the new tunnels for the Northern line extension will connect to the existing tunnels via junctions close to Kennington station.

7. Further information

For more information about the Northern line extension, visit tfl.gov.uk/nle

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

Northern line extension

Factsheet 8: Previous consultation on the Northern line extension (NLE) and our response to issues raised

Background

Consultations on the possible routes for the extension of the Northern line were held in the summers of 2010 and 2011. The purpose of the consultations was to get feedback and understand views on the proposed route and the locations for the stations, and temporary and permanent shafts required as part of the extension. Subsequently, we have also met with local residents and community groups on request to provide more information about the proposals and understand their concerns in more detail.

This factsheet is a summary of our response to the key issues raised during these previous consultations.

Full details are available at tfl.gov.uk/nle

Key issue 1

How the proposed route options outlined in the consultations were developed

The options for the four possible routes were developed by Treasury Holdings (the former developers of the Battersea Power Station site) and Transport for London (TfL) over an extensive period of time from the route options identified in the GLA's 2009 Vauxhall Nine Elms Battersea Opportunity Area Transport Study. Following public consultation in summer 2011, TfL undertook a detailed assessment of the various route options. This concluded that route 2 was the best option to take forward.



Key issue 2

The location of the permanent ventilation and access shafts at or near Claylands Road, Kennington Green and Kennington Park

The proposals to extend the Northern line originally included plans for three permanent shafts along the route of the extension at or near Claylands Road, Kennington Green and Kennington Park. These shafts would be required to provide ventilation for the tunnels, smoke control in the event of a fire and access for the emergency services.

The reason for locating shafts at Kennington Green and Kennington Park is that they need to be constructed as close as practicable to the junction where the existing and new railways will meet. They must also be above the tunnels to allow for the removal of the machines used to construct the tunnels themselves.

The intermediate shaft was proposed at Claylands Road because of safety requirements to position it at the midway point between Kennington and Nine Elms.

In response to concerns from residents about the proposed shaft in the Claylands Road area, a decision has been made to remove the shaft from the proposals. This follows considerable further engineering and feasibility work to review alternative options, including different ways of providing access and intervention to the tunnels at this point.

Key issue 3

Concerns about the construction impacts on the extension

We understand residents' concerns about potential disruption during construction and we will seek to keep this to a minimum. TfL adopts a best practice approach to managing its construction impacts based on our significant experience of delivering major transport projects across London. We will be required to adhere to a strict code of construction practice which will be agreed with the local authorities. It would include provisions on construction noise and vibration, dust, dirt on highways and working hours and noise limits.

For some construction (around Radcot Street and Harmsworth Street) we may need to temporarily close a road or divert traffic. There could also be some impact on the provision of on-street parking during the construction phase. We will work closely with the local authorities to identify alternative parking provision, should this be required.

A full environmental statement on the proposals 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 authorities, we will seek to keep these impacts to a minimum.

Subject to permission to build the extension being granted, a contractor will be appointed to carry out the works. Together with our contractors, we will 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 other ideas from local residents about how they would like to be kept informed and engaged during this period.

However, there may be circumstances in which noise impacts arise during construction which need to be alleviated further. For those who may be affected by this, TfL will work with local authorities to agree suitable mitigation measures and will put in place a Noise and Vibration Policy for the NLE. 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.

Key issue 4

Noise and vibration impacts of operating the extension

We understand the concerns of some residents about the potential impact noise and vibration could have once the extension is operational. We take these concerns seriously and we are committed to ensuring that the proposed extension will meet levels defined in TfL's London Underground Noise and Vibration Guidance. This is at least equivalent to, and in some cases more stringent than, those of most other new underground railways in Europe, USA and Australia.

The environmental assessment will assess the future operational noise and vibration impacts of the extension. Where operational noise levels are forecast to exceed those set out in our guidelines, mitigation measures would be put in place.

Key issue 5

The impact of the NLE on Kennington station and the Northern line, and the inclusion of a possible interchange at Vauxhall

Around 80 per cent of additional passengers as a consequence of the NLE are forecast to use the Charing Cross branch rather than the Bank branch. This will lessen the impact on Kennington station and the most crowded sections of the Northern line.

Separate to the NLE, work is already under way to upgrade the Northern line with a new signalling system by 2014, increasing capacity by 20 per cent for both branches of the line (from 20 trains per hour to 24). Looking further ahead, phase 2 of the Northern line upgrade (anticipated following completion of the Northern line extension) will further increase capacity by around 30 per cent on the Bank branch, and 15 per cent on the Charing Cross branch.

Further work is under way to assess the impacts of the NLE on the rest of the Northern line prior to our application for a Transport and Works Act Order (TWAO) for permission to build and operate the extension.

Our passenger forecasts tell us that Vauxhall station is already operating close to capacity. An interchange with the Northern line at Vauxhall would exacerbate this issue, whereas a new station at Nine Elms would provide relief.

An interchange at Vauxhall would increase demand on the Victoria line, which is already one of London's busiest lines, and would be significantly more expensive than the option we are proposing.

Key issue 6

Extending the Northern line from Battersea

Consultation responses raised some interest in the possibility of the Northern line being extended beyond Battersea as far as Clapham Junction. The proposals allow for the potential for a future extension beyond Battersea.

Key issue 7 The decision to propose a Tube rather than other transport solutions

Some consultation responses questioned whether a Tube extension is the right solution for the future transport needs of the area. The extension of the Northern line is considered essential to support the transformation of Vauxhall Nine Elms and Battersea, a designated regeneration area on the South bank, and part of wider plans to improve public transport in the area. Such an extension is the only solution that can realistically provide the required transport capacity and connectivity to achieve the Mayor's vision for development of the area of around 16,000 new homes and 20,000–25,000 jobs. This vision is detailed in the Vauxhall Nine Elms Battersea Opportunity Area Planning Framework, the approved planning policy for the area.

The Northern line extension is an integral part of wider plans to improve transport in the area. These include passenger piers at Vauxhall and Battersea Power Station, pedestrian and cycle walkways, and Barclays Cycle Hire. There will also be improvements made to the existing transport infrastructure, such as renovations of Battersea Park Station.

Key issue 8

The 2010 consultation and consultation methodology

Some concerns were raised about the first phase of public consultation conducted in summer 2010 by Treasury Holdings, who were working for the former owners of Battersea Power Station on the initial development of the NLE scheme. Some people in the area said they had not been made aware of the first stage of consultation on the proposed route options owing to problems with the distribution of the leaflets. Following feedback received in response to the 2011 consultation, TFL and Treasury Holdings repeated the 2010 route options consultation and distributed leaflets to 40,000 homes and businesses along the proposed route of the extension.

Consultation is not designed to be a referendum or a decision-making tool in its own right – rather it is one of many tools used to inform decisions on large-scale infrastructure projects. Consultations are used to help make better and more informed decisions and focus on issues as much as on numbers; they are designed to help understand

people's views, provide the opportunity for people to comment and ask questions, and to raise matters that might not have already been thought of so that proposals might be improved. For example, the 2011 route options consultation told us that 61 per cent of respondents' preferred route was from Kennington to Battersea, with new stations at Nine Elms and Battersea. However, it also gave us a raft of other information. It elicited a number of suggestions for alternative routes that have since been explored by the design team and it told us that people have concerns about noise that we have since explored further. Following the outputs from the consultation, we also focused on work to explore alternative options for the proposed shaft in the Claylands Road area, which has now been removed from the proposals for the scheme.

The typical length of time for infrastructure consultation processes is around six weeks, but the 2011 consultation process lasted for just over 13 weeks. The 2012 consultation currently under way will be open for six weeks, until 16 December.

Key issue 9

The funding of the proposed extension and the relationship between TfL, the Mayor and Treasury Holdings

Since the consultation in 2011, TfL is now leading the project on behalf of the Mayor.

TfL, along with the Mayor's office, is in discussion with all relevant parties, including the new owners of the Battersea Power Station site, London Boroughs of Wandsworth and Lambeth, and HM Treasury about the funding and finance arrangements for the NLE. These will need to be finalised before a TWAO application is submitted.

A funding statement will be submitted as part of our TWAO submission in spring 2013.

Key issue 10

Accessibility at new stations and links to other transport opportunities

Nine Elms and Battersea will be fully accessible from street to train, creating step-free access for people using these stations.

The stations at Nine Elms and Battersea will open up journey opportunities to the rest of the Underground network and provide an interchange with bus routes along Wandsworth Road and Nine Elms. Well signposted links to the mainline stations at Queenstown Road, Battersea Park and Vauxhall will also be provided.

We will continue to work with the Vauxhall and Nine Elms Strategy Board, comprised of public and private sector representatives responsible for overseeing the development of the area, and the councils at Lambeth and Wandsworth to improve links between the bus, rail, Tube, cycling and pedestrian network.

Have your say

This consultation gives you the opportunity to comment before we finalise our proposals and submit our application for the TWAO 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 and we can arrange for one to be posted to you.

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

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.

Plans to extend the Northern Line to Nine Elms and Battersea

Have your say

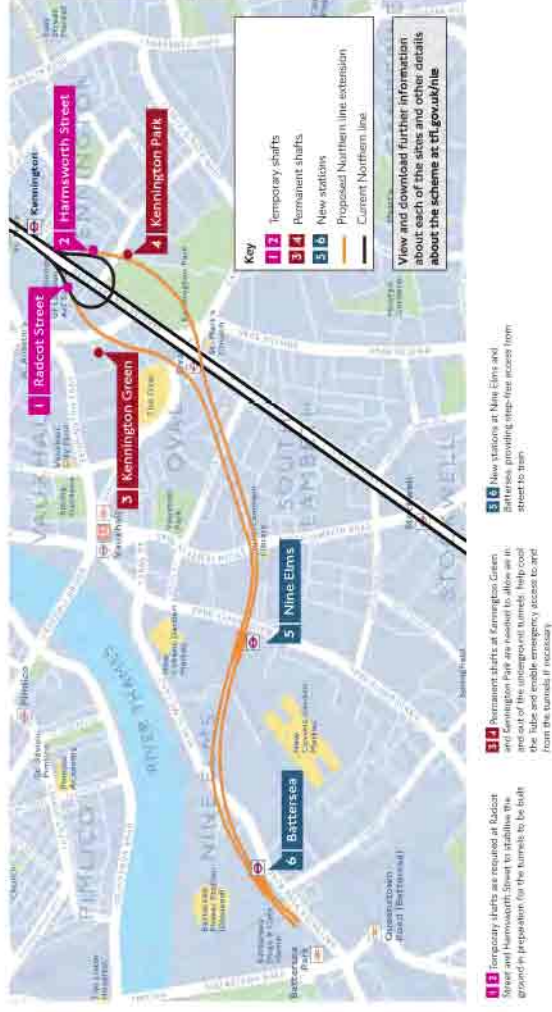
You can comment on the proposals for the Northern line extension by completing the feedback form on line at tfl.gov.uk/NLE

Alternatively, please complete this form and return to:

Business Reply Licence Number RRZL-CUSK-AAEETfL
Northern line extension Floor 10
Windsor House
42-50 Victoria Street
London SW1H 0TL

Completed feedback forms must be received by 30 December 2012 (extended from 16 December 2012).

Proposed route and key sites



- 1) Do you have any general comments on the proposed route of the Northern line extension and the location of the two new stations at Nine Elms and Battersea?

Issues that are important to you

- 2) Please indicate how important each of the following issues are to you.

Please mark with a 1, 2 or a 3 in order of priority, the three issues that are most important to you when considering the proposals to extend the Northern line. (Please mark three issues only, you have space to make further comments in the comments box).

- a) Proposed design and location of Battersea and Nine Elms stations
- b) Proposed route of tunnels
- c) Noise and vibration from trains
- d) Proposed design and location of permanent shafts at Kennington Green and Kennington Park
- e) Future train services on the extension

- f) Impacts on your property of building the tunnels
- g) Location and impacts of proposed construction sites
- h) Impacts of construction traffic on the local road network

Any other comments?

Building the Northern line extension

To build the Northern line extension the main construction sites will be at Battersea, Nine Elms, Kennington Park and at Kennington Green. Our current approach also requires smaller construction sites to build temporary shafts for ground treatment works at Radcot Street and Harmsworth Street.

Radcot Street

3) What are your comments on the proposed construction works at Radcot Street?



For more information about the proposed temporary shaft at Radcot Street, read Factsheet 1: Temporary shaft site at Radcot Street.

Harmsworth Street

4) What are your comments on the proposed construction works at Harmsworth Street?



For more information about the proposed temporary shaft at Harmsworth Street, read Factsheet 2: Temporary shaft site at Harmsworth Street.

5) What are your comments on the potential alternative approach for connecting the extension to the existing Northern line and stabilising the ground? For further details please see Factsheet 9: Alternative construction approach for connecting the extension to the existing Northern line and stabilising the ground.

Kennington Green

6) What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Green?



For more information about the proposed permanent shaft at Kennington Green, read Factsheet 3: Permanent shaft at Kennington Green.

Once the shaft and the head house at Kennington Green have been constructed we will restore and improve the Green.



7) What is your view on the following statements about the restoration of the Green once construction works have been completed?

Statement	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
a) A tree border is important	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) I like the idea of the possible inclusion of public art	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) It is important to provide some form of seating on the Green	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) The Green would be improved by removing the path across it	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) I would like to see a simple border such as post and chain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any other comments?

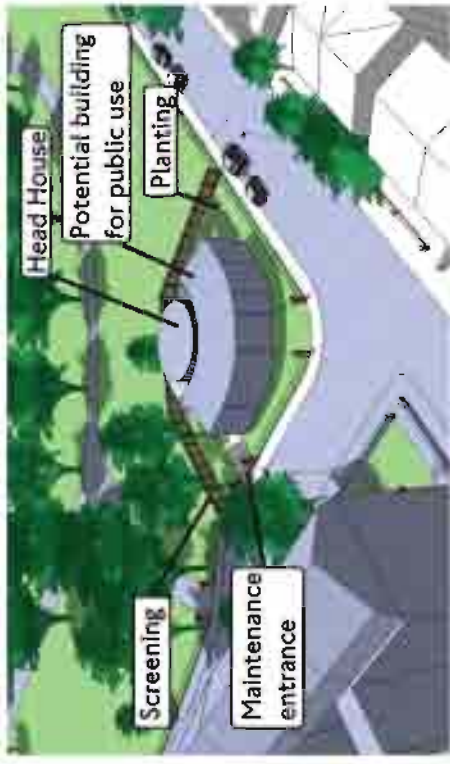
Kennington Park

8) What are your comments on the proposed construction works to build a permanent shaft and head house at Kennington Park?



For more information about the proposed shaft at Kennington Park, read Factsheet 4: Permanent shaft at Kennington Park.

9) What is your view on the following statements about the design of the proposed head house and accommodation at Kennington Park?



Statement	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
a) I like the approach to wrapping a building around the head house	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) I like the idea of including a space for activities related to the park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) I would like to see natural material incorporated into the design such as glass and wood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) I support the inclusion of screening between the park and the head house	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) I would like to see a simple border such as post and chain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any other comments?

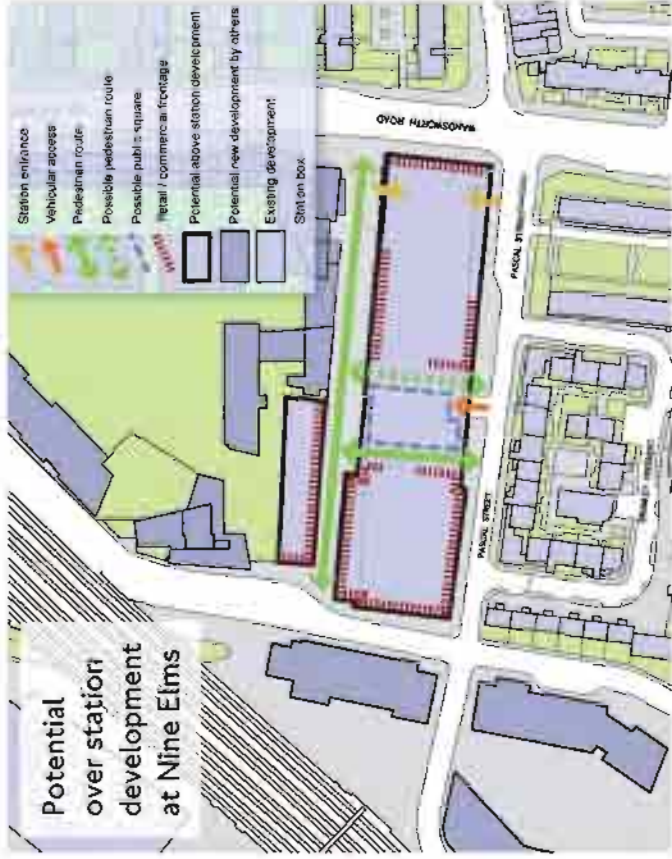
Nine Elms

10) What are your comments on the proposed construction works at Nine Elms?



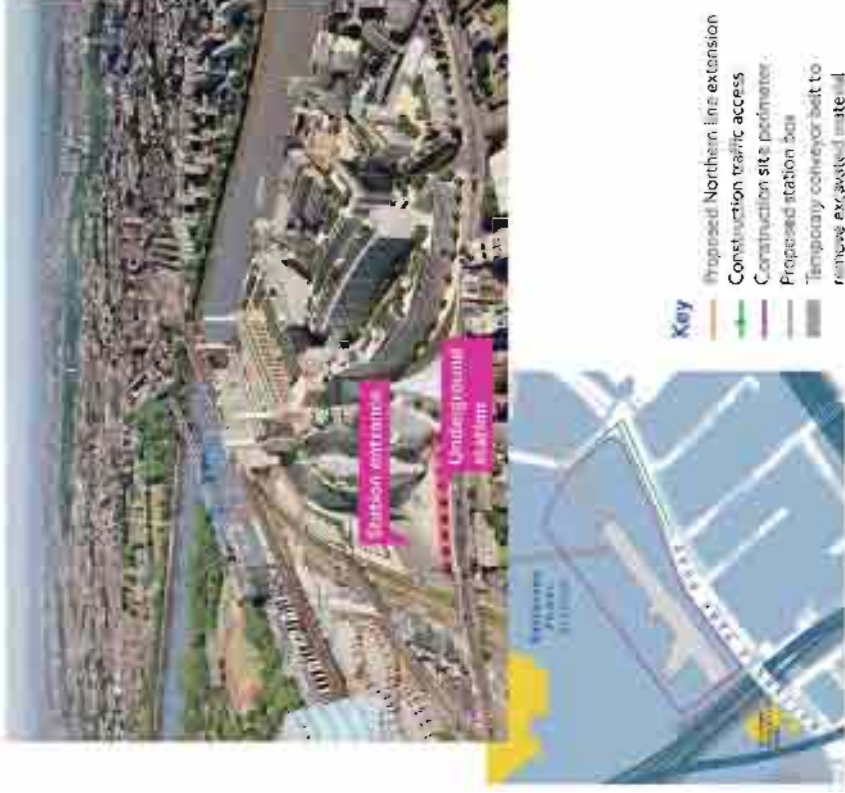
For more information about proposals for a new station at Nine Elms, read Factsheet 5: New station at Nine Elms.

11) What are your comments on proposals for the new station at Nine Elms?



Battersea

12) What are your comments on the proposed construction works for the Northern line extension at Battersea?



For further information about a new station at Battersea, read Factsheet 6: New station at Battersea Power Station.

13) What are your comments on the proposed station at Battersea?



About you

Please tell us about yourself. This will help us to analyse responses and contact you in the future.

14) In what capacity are you responding to this consultation?
(tick the most appropriate one that applies)

a) As an individual

b) As a representative of a business

c) As a representative of a school/college/educational establishment

d) As a representative of a community or voluntary organisation

e) As an elected representative

If responding on behalf of a business, school or other organisation, please provide us with the name.

15) What is your email address?

16) What is your postcode? (Required)

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17) What is your age group?

Under 16	16 to 24	25 to 44	45 to 64	65 to 74	75 or over
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

18) What is your ethnic background?

Asian/Asian British	Chinese	White	Black/Black British	Mixed ethnic background	Other ethnic group
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Further information

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












Further information about the proposals to extend the Northern Line are available at tfl.gov.uk/nle

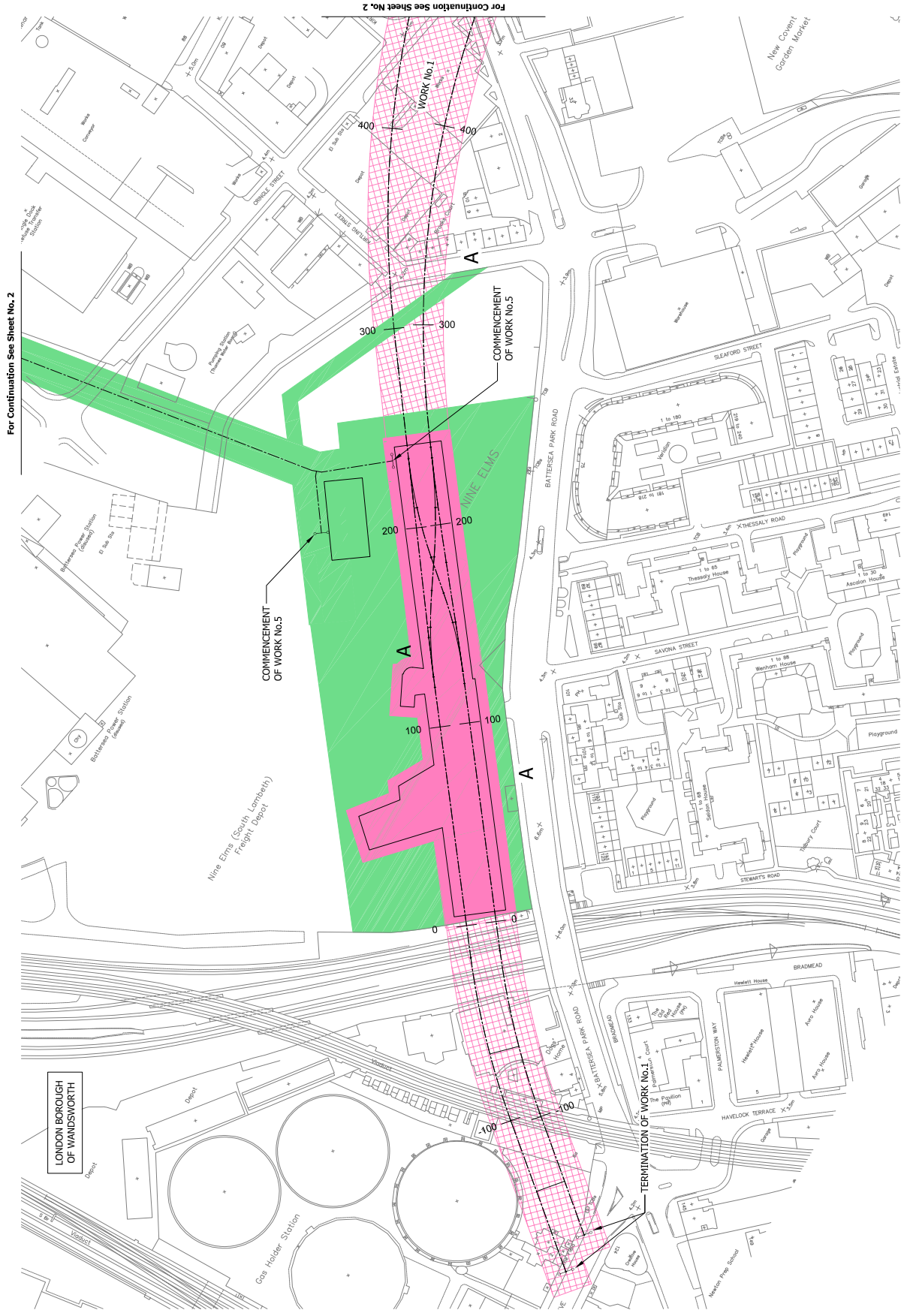


Transport and Works Act 1992 Northern Line Extension to Battersea Order LONDON BOROUGHS OF WANDSWORTH, LAMBETH AND SOUTHWARK

Sheet No. 1

KEY

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-  LIMITS OF DEVIATION OF ADDITIONAL LAND TO BE USED (SUBSOIL ONLY)
-  LIMITS OF DEVIATION OF LAND TO BE ACQUIRED OR USED
-  LIMITS OF LAND TO BE USED TEMPORARILY
-  LIMITS OF LAND FOR SAFEGUARDING WORKS
-  LIMIT OF SCHEDULED WORK
-  ACCESS TO BE PROVIDED OR IMPROVED
-  TEMPORARY STOPPING UP OF ROAD
-  CENTRELINE OF SCHEDULED WORKS
-  BOROUGH BOUNDARY
-  ROUTE OF FOOTPATH TO BE DIVERTED



For Continuation See Sheet No. 2

For Continuation See Sheet No. 2

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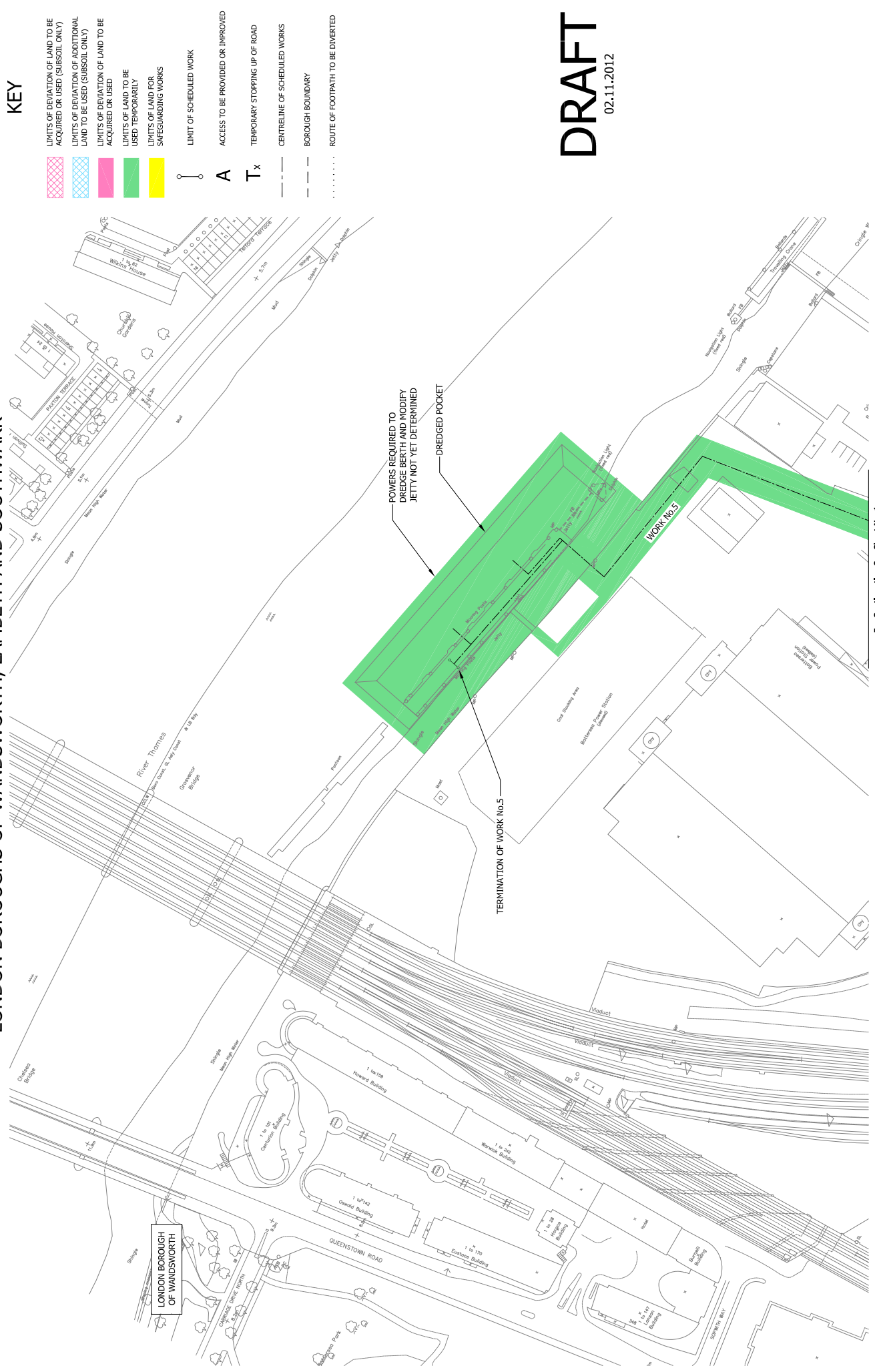


PLAN

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Transport and Works Act 1992 Northern Line Extension to Battersea Order LONDON BOROUGHS OF WANDSWORTH, LAMBETH AND SOUTHWARK



KEY

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- LIMIT OF SCHEDULED WORK
- ACCESS TO BE PROVIDED OR IMPROVED **A**
- TEMPORARY STOPPING UP OF ROAD **Tx**
- CENTRELINE OF SCHEDULED WORKS
- BOROUGH BOUNDARY
- ROUTE OF FOOTPATH TO BE DIVERTED

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For Continuation See Sheet No. 1














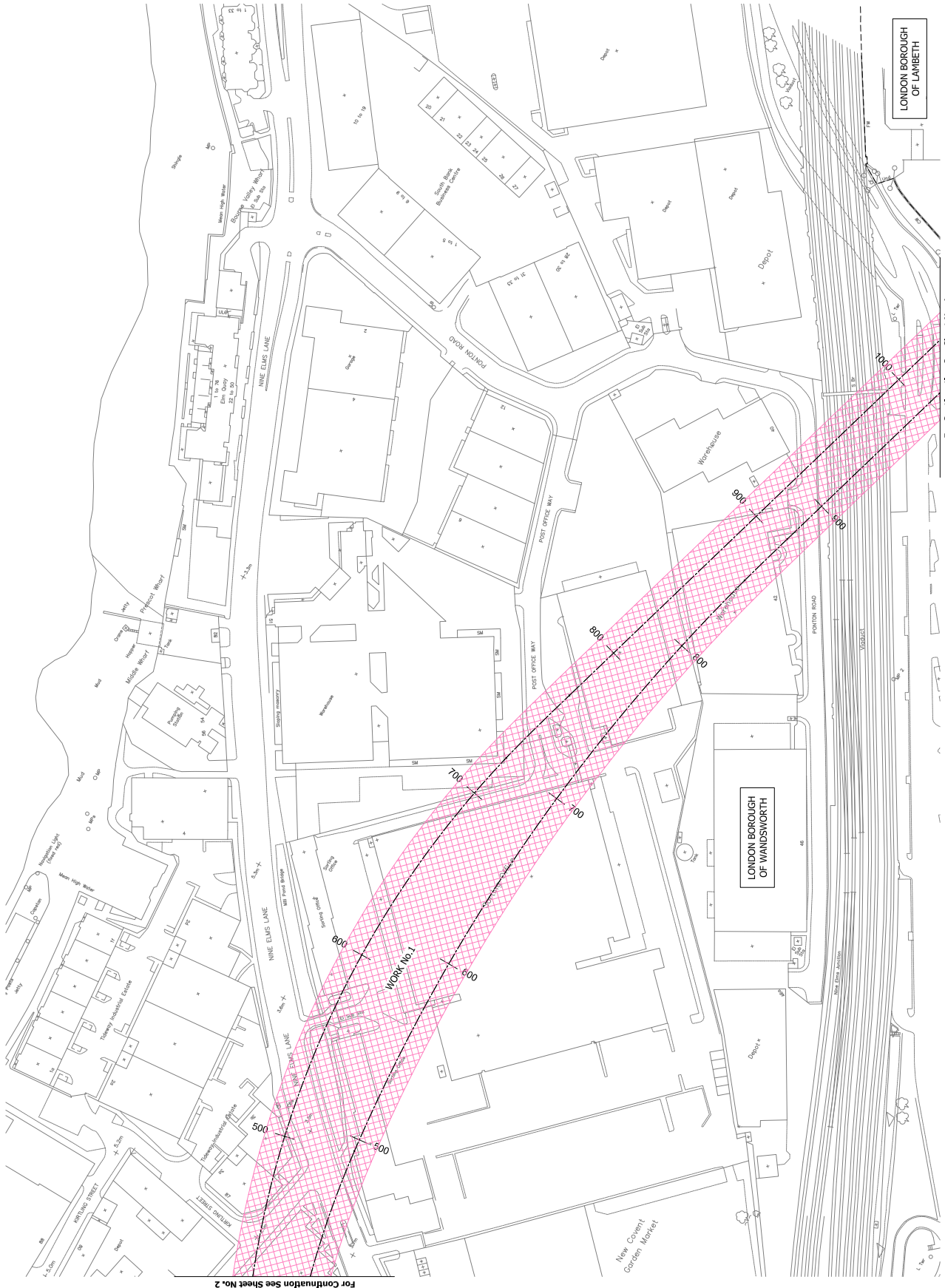


Transport and Works Act 1992
 Northern Line Extension to Battersea Order
 LONDON BOROUGHS OF WANDSWORTH, LAMBETH AND SOUTHWARK

Sheet No. 3

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-  ROUTE OF FOOTPATH TO BE DIVERTED



For Continuation See Sheet No. 2

For Continuation See Sheet No. 4



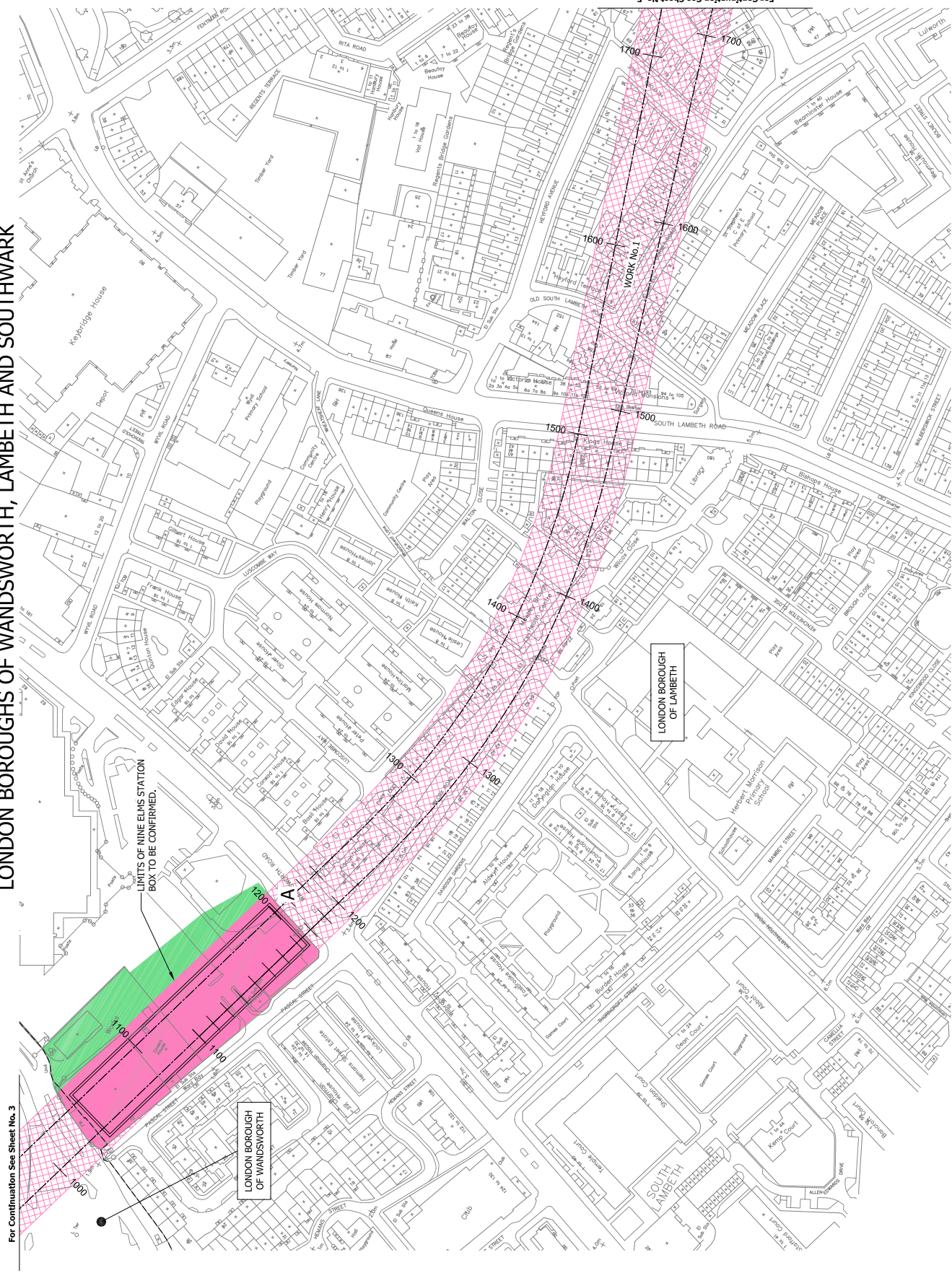
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Transport and Works Act 1992
 Northern Line Extension to Battersea Order
 LONDON BOROUGHS OF WANDSWORTH, LAMBETH AND SOUTHWARK












Sheet No. 4



For Continuation See Sheet No. 3

For Continuation See Sheet No. 5

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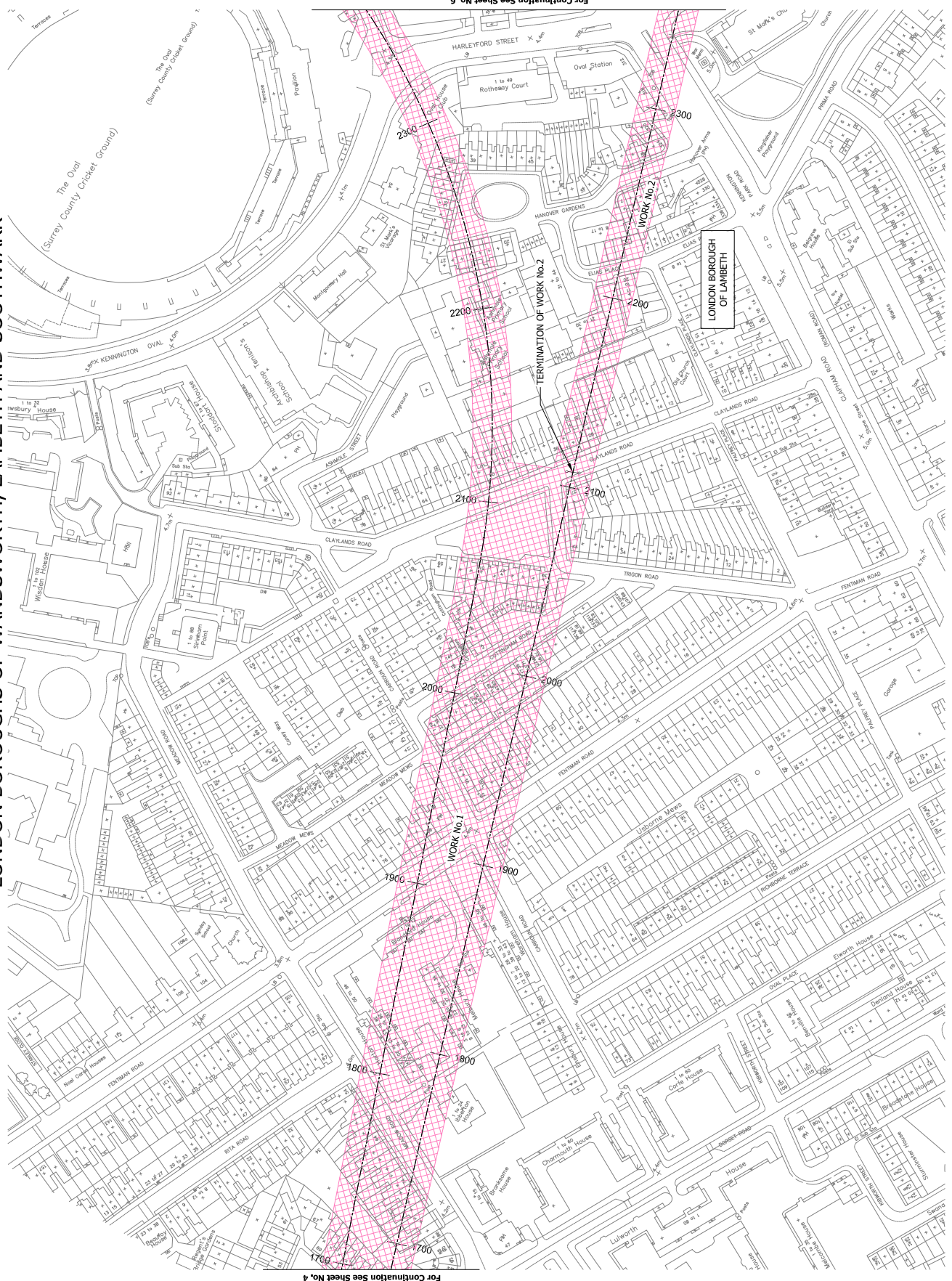
PLAN

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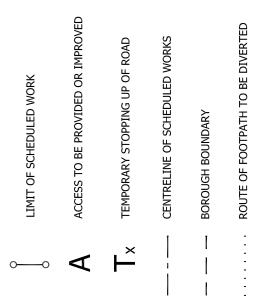


Transport and Works Act 1992
 Northern Line Extension to Battersea Order
 LONDON BOROUGHS OF WANDSWORTH, LAMBETH AND SOUTHWARK

Sheet No.5



- KEY**
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 - TEMPORARY STOPPING UP OF ROAD
 - CENTRELINE OF SCHEDULED WORKS
 - BOROUGH BOUNDARY
 - ROUTE OF FOOTPATH TO BE DIVERTED



DRAFT
 02.11.2012














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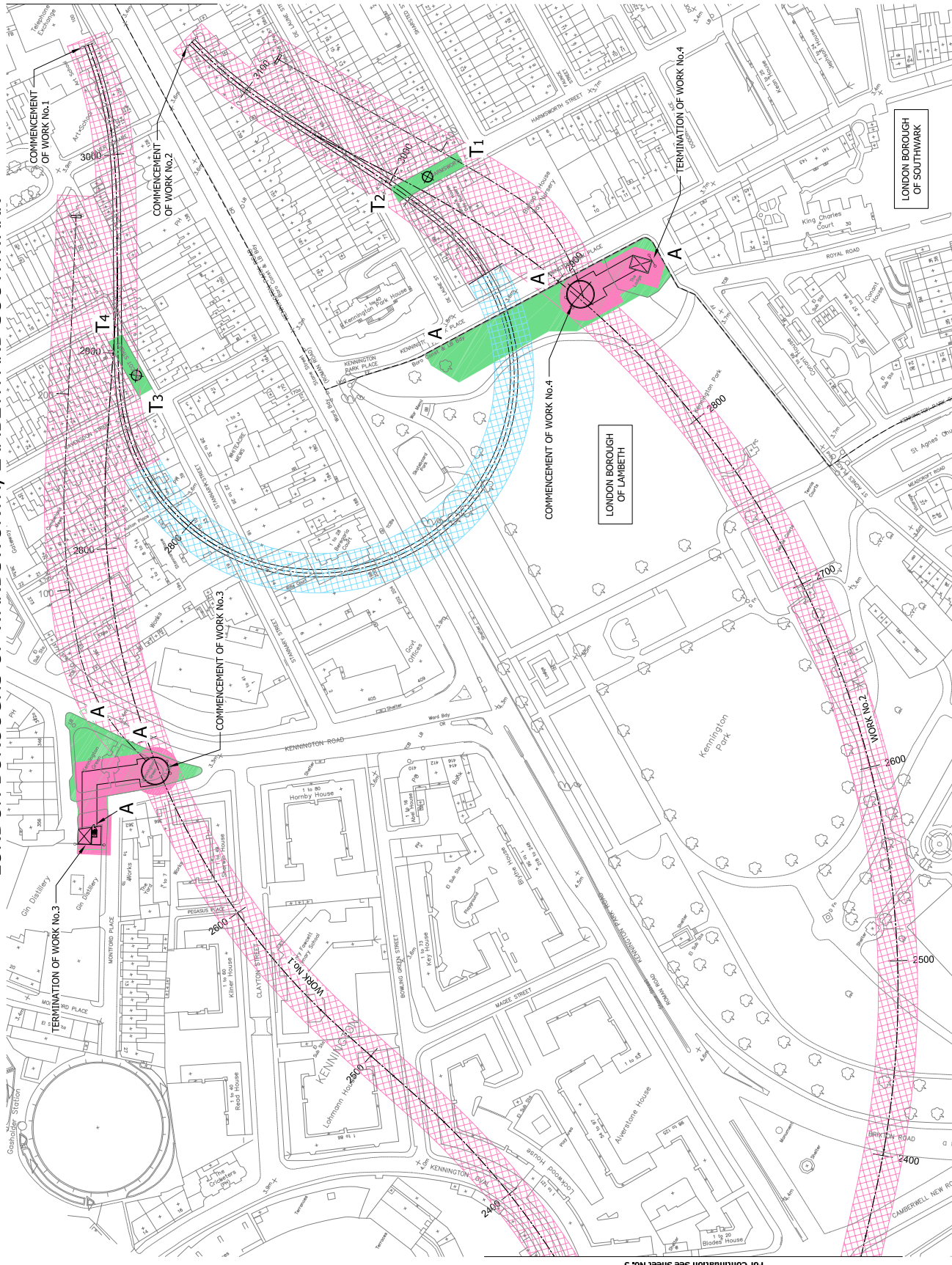


Northern Line Extension to Battersea Order

LONDON BOROUGHS OF WANDSWORTH, LAMBETH AND SOUTHWARK

KEY

-  LIMITS OF DEVIATION OF LAND TO BE ACQUIRED OR USED (SUBSOIL ONLY)
-  LIMITS OF DEVIATION OF ADDITIONAL LAND TO BE USED (SUBSOIL ONLY)
-  LIMITS OF DEVIATION OF LAND TO BE ACQUIRED OR USED
-  LIMITS OF LAND TO BE USED TEMPORARILY
-  LIMITS OF LAND FOR SAFEGUARDING WORKS
-  LIMIT OF SCHEDULED WORK
-  ACCESS TO BE PROVIDED OR IMPROVED
-  TEMPORARY STOPPING UP OF ROAD
-  CENTRELINE OF SCHEDULED WORKS
-  BOROUGH BOUNDARY
-  ROUTE OF FOOTPATH TO BE DIVERTED



For Continuation See Sheet No. 7

For Continuation See Sheet No. 5

DRAFT

02.11.2012



PLAN

Northern line extension – graphics panels

Transport for London

Northern line extension

Have your say

We'd like to hear your views on plans to extend the Northern line to Nine Elms and Battersea

The proposals

- Extension of the Charing Cross branch of the Northern line from Kennington to Battersea via Nine Elms
- New stations at Nine Elms and Battersea
- Two permanent shafts at Kennington Green and Kennington Park to provide ventilation, cooling and emergency access if required
- Two temporary shafts to enable works to stabilise the ground in preparation for the new tunnels

The benefits

- Two new Tube stations putting thousands more people within easy walking distance of the Tube network
- Reduced pressure on Vauxhall station and relief to the existing Northern line south of Kennington
- Wider access to leisure and employment opportunities for local people

The proposals

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The benefits

- Two new Tube stations putting thousands more people within easy walking distance of the Tube network
- Reduced pressure on Vauxhall station and relief to the existing Northern line south of Kennington
- Wider access to leisure and employment opportunities for local people
- Cutting journey times from this part of London to the West End and City to around 15 minutes

Proposed route and key sites



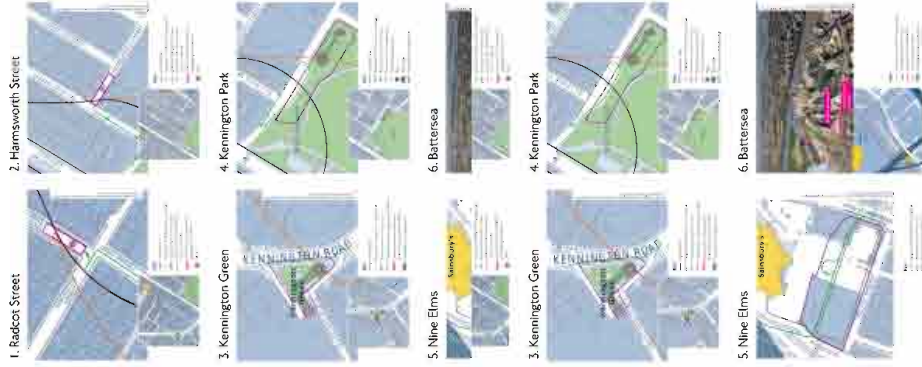
Potential over station



Proposed new station

Temporary shafts are required at Redon Street and Kennington Green to stabilise the ground in preparation for the tunnels to be built. Permanent shafts at Kennington Green and Kennington Park will provide ventilation, cooling and emergency access for the new tunnels. Two additional shafts will be required to stabilise the ground in preparation for the new tunnels. New stations at Nine Elms and Battersea will be built over existing buildings.

Proposed construction sites



What's next?

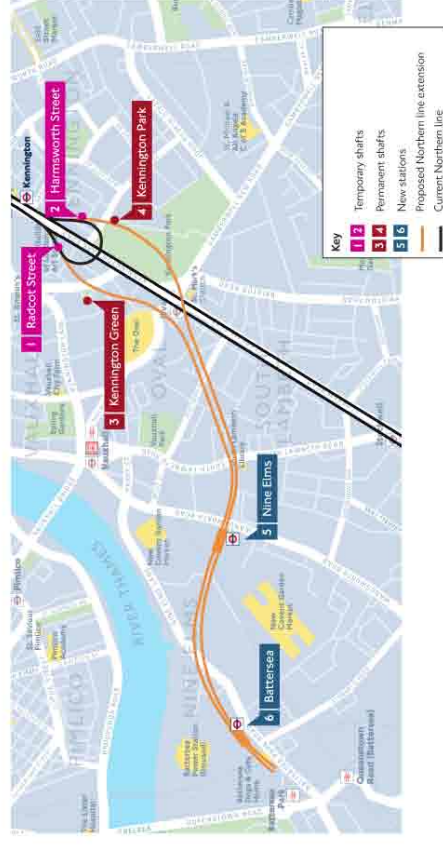
Subject to funding being in place and permission to build and operate the extension being given, the new stations at Nine Elms and Battersea could be open by 2020.

Our next steps

- Complete an Environmental Impact Assessment and other related reports required for the Transport and Works Act Order application (TWAO) (Spring 2013)
- Submission of TWAO application (Spring 2013)
- Public Inquiry (Autumn 2013)
- Decision on TWAO application (Autumn 2014)
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- Submission of TWAO application (Spring 2013)
- Public Inquiry (Autumn 2013)
- Decision on TWAO application (Autumn 2014)
- Proposed start of construction (from Spring 2015)

Have your say

A consultation on proposals to extend the Northern line from Kennington to Battersea via Nine Elms is now under way.



Visit tfl.gov.uk/nle to find out more and make comments, or speak to us and see the proposals at one of the exhibitions planned along the route.

The consultation closes at 17:00 on 16 December 2012.

Appendix C: TfL response to issues raised

Plans to extend the Northern line to Nine Elms and Battersea

Our response to common questions raised at the consultation events for the Northern line extension

21 December 2012

The consultation on the proposed extension of the Northern line to Nine Elms and Battersea closes on 30 December.

Over 1600 people have had their say by completing the on-line questionnaire at www.tfl.gov.uk/nleconsultation. In addition, over 700 people visited us at the Northern line extension (NLE) events held at venues along the proposed route.

Set out below is a snapshot of some of the key issues raised at the events and our response to them. Detailed analysis of all feedback and comments received during the consultation will be undertaken after it closes on 30 December (extended from 16 December 2012) and a report will be published in early 2013 at www.tfl.gov.uk/nle.

1. Operational noise and vibration and compliance with World Health Organisation (WHO) guidelines

We understand the concerns of some residents about the potential impact noise and vibration could have once the extension is operational. We take these concerns seriously and we are committed to ensuring that the proposed extension will meet levels defined in TfL's London Underground Noise and Vibration Guidance. This is at least equivalent to, and in some cases more stringent than, those of most other new underground railways in Europe, USA and Australia.

There is no international standard to assess disturbance caused by noise and vibration for underground railways. However the World Health Organisation (WHO), states that levels should not exceed 45dB_Lmax,FAST in bedrooms to avoid sleep disturbance. In 2009 WHO published Night Noise Guidelines which lowers this value to 42dB_Lmax, FAST.

TfL's London Underground Noise and Vibration Guidance is committed to a noise and vibration measure for new tracks of a maximum of 40dB_Lmax, Fast. However, we will use reasonable endeavours to meet a more stringent measure of 35dB_Lmax, Fast.

TfL has commissioned Rupert Taylor, a world leader in the field of vibro-acoustics of railway structures and tunnels, with extensive experience in the measurement of railway vibration and noise including on the London Underground, to conduct a benchmarking paper to review TfL's guidelines against those of other underground railways across the world. Once completed, this will be available at www.tfl.gov.uk.

The environmental impact assessment currently underway will assess the future operational noise and vibration impacts of the extension. Where operational noise and vibration levels are forecast to exceed those set out in our guidelines, mitigation measures will be put in place. These measures will be detailed in the TWAO application.

2 The location of the proposed permanent shaft at Kennington Park

Feedback from the summer of 2011 public consultation told us that local people would prefer the proposed head house building for the shaft at Kennington Park to be located within a very small section of the park at the Old Lodge. This location has been endorsed by Lambeth Council and Friends of Kennington Park. Its location is determined by its proximity to Kennington station and the new tunnels and the ability to meet operational safety requirements. However we have received a number of requests from residents and other groups asking us to look at an alternative 'yard' site in the park. This site has been considered previously and initial assessments indicated that for safety and operational reasons it would not be a suitable alternative due to its distance from Kennington station and the point at which the old tunnels meet the new ones (step plate junctions).

However, in response to feedback, we are conducting further assessments of the yard and the outcome of this work will be completed early in the new year.

3 Concern about the loss of the dog area at the construction site proposed at Kennington Park

A replacement area for dog walking will be provided during the construction phase. We will work closely with Friends of Kennington Park and Lambeth to plan out the temporary relocation of the dog area. The Friends of Kennington Park and Lambeth already have some ideas and are positive about identifying a location.

4 Engaging the community in the design of the proposed shaft building at Kennington Park.

We have engaged with local resident groups, Kennington Park Neighbourhood Action Group (KPNAG) and Friends of Kennington Park, as well as heritage and conservation experts from Lambeth and TfL to understand issues that are important when considering the design of the proposed shaft building (head house) at Kennington Park. The consultation currently underway proposes some indicative ideas for the design. We will be holding an event in early January with representatives from local community and resident groups and Southwark and Lambeth councils to provide feedback from the consultation and discuss design and opportunities for future community uses of the building further before detailed plans for the proposed head house are drawn up for submission as part of our TWAO application.

5 Impact of the NLE on capacity at Kennington Station

We have looked carefully at the capacity of Kennington station in the light of the NLE and the planned upgrade which will improve capacity on the entire Northern line.

Initial modelling figures have told us that an increase in passenger numbers at Kennington as a result of the NLE will not require capacity upgrade works at the station. However, further work is being undertaken to verify this and to understand the full impact of the NLE on the station. This is expected to be completed in the first quarter of 2013. If capacity upgrade works are required this will most likely be through widening or increasing the number of passages between the two northbound platforms.

TfL is also reviewing the longer term capacity needs at Kennington station as a result of general growth across the network and other improvements taking place on the Northern line. This is focused mainly on the ticket hall and the capacity of the lifts. If any additional capacity upgrades are required over and above those that may be necessary for the NLE, these will be brought forward separately.

6 Further details about the Environmental Impact Assessment (EIA) and Environmental Statement (ES).

A full EIA will be completed and submitted as part of our TWA application. This will consider all of the environmental impacts of the proposed extension and identify suitable mitigation. Throughout the planning of the project, the plans have been subject to a continuous process of environmental review to ensure the environmental impacts are minimised and mitigation measures incorporated. All of the environmental issues will be set out in the ES resulting from the EIA, which will provide a full report of the EIA process. The ES will form part of our TWAO application.

6 Ground settlement

We understand that some owners and occupiers of properties along the route have concerns about the potential impact of tunnelling works on the structure of their property.

Initial studies of the route suggest that the predicted settlement caused by the tunnelling will at most only cause slight damage to a small number of properties. This means that if this predicted damage does occur, such as cracks that could be easily filled or doors and windows that may stick slightly, it will be easily repairable. TfL's London Underground Guidelines on Ground Movements and Deep Tunnelling Excavations sets out the process for predicting ground movements, mitigation and how property surveys are conducted. Any property which is predicted to experience 10mm or more of settlement will be subject to a defects survey before tunnelling works are started. In addition we will establish a system to monitor ground movements well before tunnelling starts to establish seasonal variations. This monitoring will continue for a period after construction has been completed until any

potential settlement has ceased. Settlement studies are being finalised and will be available at www.tfl.gov.uk/nle once completed.

7 Compensation and Hardship

Some owners of properties along the proposed route asked for more information about compensation available should there be damage to their property during the tunnelling works. 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 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 have their property acquired from them early. Further information both on the code and on blight is available at www.communities.gov.uk.

TfL has developed 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. This policy is available at www.tfl.gov.uk/nle.

8 Alternative route suggestions

Some visitors to the events suggested other potential options for the route. The proposed route was consulted upon as part of the summer 2010 and 2011 consultation, where it emerged as the most popular option. More about the development of transport proposals and NLE route options can be found in the 2009 Vauxhall Nine Elms Opportunity Area (VNEB) Transport Study. The report on the 2011 consultation can be found at www.tfl.gov.uk/nle. Our responses to some of the most commonly suggested routes are set out below:

8.1 An interchange at Vauxhall

This route option was consulted on in 2010 and 2011 and was the second-most popular choice. However, there would not be a new station at Nine Elms (as in the current proposal) and this would therefore reduce the benefits of providing better transport access to new areas in the centre of the Opportunity Area. In addition, Vauxhall station is already operating close to capacity. An interchange with the Northern line at Vauxhall would exacerbate this issue, whereas a new station at Nine Elms would provide relief. TfL recently announced a £43m investment in Vauxhall Tube station to increase capacity and provide step free access.

8.2 Extend the NLE to Battersea Park and Queenstown Road stations

Battersea Park and Queenstown Road are too small to accommodate significant increases in passenger numbers, and the trains serving them are already crowded and there is no capacity on the existing railway lines to accommodate more trains. The NLE is being built primarily to meet the increased demand created by the development planned for the wider Opportunity Area including the power station site. The new tube station at Battersea is proposed at Battersea Park Road, for easy access to the new developments as well as a

convenient interchange with existing and new bus routes and within easy walking access of Battersea Park and Queenstown Road stations.

8.3 Extend the Waterloo & City line to Battersea

This was considered at a high level as part of the VNEB Opportunity Area Transport Study. However it was ruled out on both capacity and engineering grounds. The line is already at capacity at peak times meaning there would be no spare capacity for new users. In addition, the current alignment points east from Waterloo and would therefore require a significant detour to reach the VNEB area after leaving Waterloo.

8.4 Use National Rail infrastructure into either Waterloo (the old Eurostar tracks) or Victoria

These proposals were discussed with Network Rail as part of the VNEB Transport Study. However there is no capacity either on the routes through the area or at Waterloo or Victoria. It is also clear that no national rail based option could provide the connectivity or accessibility benefits of the NLE which will provide a direct service into central London and the rest of the Tube network and two new stations in the Opportunity Area.

8.5 Extend the Victoria line from Vauxhall

Extending the Victoria line from Vauxhall would result in a significantly reduced service on the existing Victoria line south of Vauxhall as it would split the line and reduce the number of trains serving the existing branch. This is a heavily used section of the Underground and fewer trains would add significantly to crowding levels. As such, this is not a recommended solution for the needs of the area.

8.6 Extend the Northern line beyond Battersea to Clapham Junction

The current proposal is to extend the Northern line to Battersea but designed in a way that would allow a possible future extension. There is currently no proposal to extend beyond Battersea and any proposal to do so would be subject to a separate assessment.

8.7 A tram

A tram was considered as part of the VNEB Opportunity Area Transport Study and was discounted as an option for several reasons. As a tram would not link into an existing transport network and would provide fewer connectivity benefits to passengers unless a major interchange was built, for example, at Waterloo. In addition, a tram would provide far less capacity than the NLE and the new infrastructure required to run the trams would take space from the road network causing significant congestion and inconvenience to road users.

9 Request for an independent strategic transport needs analysis that covers all modes of transport

A range of transport options to support the adopted development scenario in the Vauxhall, Nine Elms and Battersea area was considered as part of the VNEB Opportunity Area Transport Study. We are satisfied that the proposed extension is the only solution that can realistically provide the required transport capacity and connectivity to achieve the Mayor's vision for development of the area of around 16,000 new homes and 20,000 – 25,000 jobs. This vision is detailed in the VNEB OAPF, the Mayor's planning policy for the area.

Although the proposed NLE is the principal new mode of transport for the area, it is accompanied by many other transport and urban realm improvements that together form a comprehensive transport strategy for the area. These include enhanced bus services, improvement to National Rail stations, a pedestrian and cycle bridge across the river, passenger piers at Vauxhall and Battersea Power Station, pedestrian and cycle walkways, and new Barclays Cycle hire docking stations.

Our TWAO application will be supported by a detailed transport assessment which will consider both the construction and the long term effects of the proposed extension on the local highway network and existing public transport facilities. However, we have no plans to conduct a further transport needs analysis for the area in advance of our TWAO application.

10 Information about how the scheme will be financed

The Government confirmed in the Chancellor's 2012 Autumn Statement that up to £1bn of borrowing from the Public Works Loan Board would be available to the Greater London Authority (GLA) to finance the construction of the Northern Line Extension. This borrowing will be repaid by two funding streams:

- Incremental business rates, retained by the Greater London Authority for a period of 25 years in a new Enterprise Zone (EZ) in the London Boroughs of Wandsworth and Lambeth; and
- Contributions received by the boroughs from local developers under the Section 106 and Community Infrastructure Levy regimes.

The GLA and TfL will now finalise arrangements for the financing of the extension with the developer of the Battersea Power Station site, government and the local authorities. As part of the TWAO application a funding statement will be submitted outlining how the scheme is proposed to be funded.

11 Concerns about noise and disruption during construction

We understand residents' concerns about potential disruption during construction and we will seek to keep this to a minimum. TfL adopts a best practice approach to managing its construction impacts based on our significant experience of delivering major transport projects across London. We are drawing up a code of construction practice which will be agreed with the local authorities of Wandsworth, Lambeth and Southwark. It will include provisions on construction, noise and vibration, dust, dirt on highways and working hours and noise limits. There may be circumstances where noise impacts arise during construction which need to be alleviated further. For those who may be affected by this, TfL will work with local authorities to agree suitable mitigation measures. Once agreed, the code will be published at www.tfl.gov.uk/nle and submitted as part of our TWAO application, probably as an annex to the Environmental Statement.

TfL's London Underground Noise and Vibration policy covers 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. The policy can be downloaded from www.tfl.gov.uk/nle.

Routes for construction traffic and the effects of the works on local traffic conditions are being assessed and the need for temporary traffic regulation orders is being considered with the aim of minimising the disruption caused to local communities.

12 Information about the TWAO process

An application for a Transport and Works Act Order (TWAO) will be submitted to the Secretary of State for Transport seeking powers and planning permission to construct and operate the proposed Northern line extension. If granted the powers also allow for the compulsory purchase of property (including subsoil) identified. The submission will include an application for deemed planning permission for the works. Subsidiary applications (e.g. conservation area consent and listed building consent) will be made as necessary.

Prior to making the TWAO application, TfL will gain approval from the TfL Board and the Mayor of London to proceed.

The application will include the following documents:

- a draft Order and an explanatory memorandum
- a concise statement of the aims of the proposals
- a consultation report
- plans and sections of the proposed route
- an environmental statement
- a book of reference, containing names of owners and occupiers of land (including subsoil) affected by the proposals

- the estimated costs of the proposed works and a statement outlining how the scheme will be funded
- the application for deemed planning permission including the elements of the proposed development and proposed planning conditions
- a list of all consents, permissions or licences required.

Once the application has been submitted TfL will:

- publish a notice in the London Gazette and local newspapers
- display site notices at intervals along the proposed route of the scheme
- serve notice on the parties listed in the Book of Reference
- serve notice of the application on particular parties listed in the TWAO application rules.

Within a period of 42 days from the date of application objections or other representations must be sent to the Secretary of State for Transport. Details of how to do this will be included in the notices and on the www.tfl.gov.uk/nle website.

Depending on the nature and number of comments received the Secretary of State will decide if a public inquiry is required. If an inquiry is necessary the appointed inspector will hear both sides of the case and make a recommendation to the Secretary of State to either grant (with or without changes) or reject the application.

It is anticipated the whole process will take about 18 months from the date of the application to the date of the Secretary of State's decision and it needs to be completed before the project can move forward into the construction phase. More information about the TWAO process can be found at www.dft.gov.uk/publications/twa-orders-guide

21 December 2012

Northern line extension

Factsheet 8: Previous consultation on the Northern line extension (NLE) and our response to issues raised

Have your say

This consultation gives you the opportunity to comment before we finalise our proposals and submit our application for the TWAO 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 and we can arrange for one to be posted to you.

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

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.

Background

Consultations on the possible routes for the extension of the Northern line were held in the summers of 2010 and 2011. The purpose of the consultations was to get feedback and understand views on the proposed route and the locations for the stations, and temporary and permanent shafts required as part of the extension. Subsequently, we have also met with local residents and community groups on request to provide more information about the proposals and understand their concerns in more detail.

This factsheet is a summary of our response to the key issues raised during these previous consultations.

Full details are available at tfl.gov.uk/nle

Key issue 1

How the proposed route options outlined in the consultations were developed

The options for the four possible routes were developed by Treasury Holdings (the former developers of the Battersea Power Station site) and Transport for London (TfL) over an extensive period of time from the route options identified in the GLA's 2009 Vauxhall Nine Elms Battersea Opportunity Area Transport Study. Following public consultation in summer 2011, TfL undertook a detailed assessment of the various route options. This concluded that route 2 was the best option to take forward.

Key issue 2

The location of the permanent ventilation and access shafts at or near Claylands Road, Kennington Green and Kennington Park

The proposals to extend the Northern line originally included plans for three permanent shafts along the route of the extension at or near Claylands Road, Kennington Green and Kennington Park. These shafts would be required to provide ventilation for the tunnels, smoke control in the event of a fire and access for the emergency services.

The reason for locating shafts at Kennington Green and Kennington Park is that they need to be constructed as close as practicable to the junction where the existing and new railways will meet. They must also be above the tunnels to allow for the removal of the machines used to construct the tunnels themselves.

The intermediate shaft was proposed at Claylands Road because of safety requirements to position it at the midway point between Kennington and Nine Elms.

In response to concerns from residents about the proposed shaft in the Claylands Road area, a decision has been made to remove the shaft from the proposals. This follows considerable further engineering and feasibility work to review alternative options, including different ways of providing access and intervention to the tunnels at this point.

Key issue 9

The funding of the proposed extension and the relationship between TfL, the Mayor and Treasury Holdings

Since the consultation in 2011, TfL is now leading the project on behalf of the Mayor.

TfL, along with the Mayor's office, is in discussion with all relevant parties, including the new owners of the Battersea Power Station site, London Boroughs of Wandsworth and Lambeth, and HM Treasury about the funding and finance arrangements for the NLE. These will need to be finalised before a TWAO application is submitted.

A funding statement will be submitted as part of our TWAO submission in spring 2013.

Key issue 10

Accessibility at new stations and links to other transport opportunities

Nine Elms and Battersea will be fully accessible from street to train, creating step-free access for people using these stations.

The stations at Nine Elms and Battersea will open up journey opportunities to the rest of the Underground network and provide an interchange with bus routes along Wandsworth Road and Nine Elms. Well signposted links to the mainline stations at Queenstown Road, Battersea Park and Vauxhall will also be provided.

We will continue to work with the Vauxhall and Nine Elms Strategy Board, comprised of public and private sector representatives responsible for overseeing the development of the area, and the councils at Lambeth and Wandsworth to improve links between the bus, rail, Tube, cycling and pedestrian network.

Key issue 8

The 2010 consultation and consultation methodology

Some concerns were raised about the first phase of public consultation conducted in summer 2010 by Treasury Holdings, who were working for the former owners of Battersea Power Station on the initial development of the NLE scheme. Some people in the area said they had not been made aware of the first stage of consultation on the proposed route options owing to problems with the distribution of the leaflets. Following feedback received in response to the 2011 consultation, TfL and Treasury Holdings repeated the 2010 route options consultation and distributed leaflets to 40,000 homes and businesses along the proposed route of the extension.

Consultation is not designed to be a referendum or a decision-making tool in its own right – rather it is one of many tools used to inform decisions on large-scale infrastructure projects. Consultations are used to help make better and more informed decisions and focus on issues as much as on numbers; they are designed to help understand

people's views, provide the opportunity for people to comment and ask questions, and to raise matters that might not have already been thought of so that proposals might be improved. For example, the 2011 route options consultation told us that 61 per cent of respondents' preferred route was from Kennington to Battersea, with new stations at Nine Elms and Battersea. However, it also gave us a raft of other information. It elicited a number of suggestions for alternative routes that have since been explored by the design team and it told us that people have concerns about noise that we have since explored further. Following the outputs from the consultation, we also focused on work to explore alternative options for the proposed shaft in the Claylands Road area, which has now been removed from the proposals for the scheme.

The typical length of time for infrastructure consultation processes is around six weeks, but the 2011 consultation process lasted for just over 13 weeks. The 2012 consultation currently under way will be open for six weeks, until 16 December.

Key issue 3

Concerns about the construction impacts on the extension

We understand residents' concerns about potential disruption during construction and we will seek to keep this to a minimum. TfL adopts a best practice approach to managing its construction impacts based on our significant experience of delivering major transport projects across London. We will be required to adhere to a strict code of construction practice which will be agreed with the local authorities. It would include provisions on construction noise and vibration, dust, dirt on highways and working hours and noise limits.

For some construction (around Radcot Street and Harmsworth Street) we may need to temporarily close a road or divert traffic. There could also be some impact on the provision of on-street parking during the construction phase. We will work closely with the local authorities to identify alternative parking provision, should this be required.

A full environmental statement on the proposals 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 authorities, we will seek to keep these impacts to a minimum.

Subject to permission to build the extension being granted, a contractor will be appointed to carry out the works. Together with our contractors, we will 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 other ideas from local residents about how they would like to be kept informed and engaged during this period.

However, there may be circumstances in which noise impacts arise during construction which need to be alleviated further. For those who may be affected by this, TfL will work with local authorities to agree suitable mitigation measures and will put in place a Noise and Vibration Policy for the NLE. 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.

Key issue 4

Noise and vibration impacts of operating the extension

We understand the concerns of some residents about the potential impact noise and vibration could have once the extension is operational. We take these concerns seriously and we are committed to ensuring that the proposed extension will meet levels defined in TfL's London Underground Noise and Vibration Guidance. This is at least equivalent to, and in some cases more stringent than, those of most other new underground railways in Europe, USA and Australia.

The environmental assessment will assess the future operational noise and vibration impacts of the extension. Where operational noise levels are forecast to exceed those set out in our guidelines, mitigation measures would be put in place.

Key issue 5

The impact of the NLE on Kennington station and the Northern line, and the inclusion of a possible interchange at Vauxhall

Around 80 per cent of additional passengers as a consequence of the NLE are forecast to use the Charing Cross branch rather than the Bank branch. This will lessen the impact on Kennington station and the most crowded sections of the Northern line.

Separate to the NLE, work is already under way to upgrade the Northern line with a new signalling system by 2014, increasing capacity by 20 per cent for both branches of the line (from 20 trains per hour to 24). Looking further ahead, phase 2 of the Northern line upgrade (anticipated following completion of the Northern line extension) will further increase capacity by around 30 per cent on the Bank branch, and 15 per cent on the Charing Cross branch.

Further work is under way to assess the impacts of the NLE on the rest of the Northern line prior to our application for a Transport and Works Act Order (TWAO) for permission to build and operate the extension.

Our passenger forecasts tell us that Vauxhall station is already operating close to capacity. An interchange with the Northern line at Vauxhall would exacerbate this issue, whereas a new station at Nine Elms would provide relief.

An interchange at Vauxhall would increase demand on the Victoria line, which is already one of London's busiest lines, and would be significantly more expensive than the option we are proposing.

Key issue 6

Extending the Northern line from Battersea

Consultation responses raised some interest in the possibility of the Northern line being extended beyond Battersea as far as Clapham Junction. The proposals allow for the potential for a future extension beyond Battersea.

Key issue 7 The decision to propose a Tube over other transport solutions

Some consultation responses questioned whether a Tube extension is the right solution for the future transport needs of the area. The extension of the Northern line is considered essential to support the transformation of Vauxhall Nine Elms and Battersea, a designated regeneration area on the South bank, and part of wider plans to improve public transport in the area. Such an extension is the only solution that can realistically provide the required transport capacity and connectivity to achieve the Mayor's vision for development of the area of around 16,000 new homes and 20,000-25,000 jobs. This vision is detailed in the Vauxhall Nine Elms Battersea Opportunity Area Planning Framework, the approved planning policy for the area.

The Northern line extension is an integral part of wider plans to improve transport in the area. These include passenger piers at Vauxhall and Battersea Power Station, pedestrian and cycle walkways, and Barclays Cycle Hire. There will also be improvements made to the existing transport infrastructure, such as renovations of Battersea Park Station.



Plans to extend the Northern line to Nine Elms and Battersea (NLE)

Autumn 2012 consultation on the NLE. Our response to key issues raised.

Our response to the key issues raised during the autumn 2012 NLE consultation is set out in the following pages. The consultation provided the public with the opportunity to view and comment on the NLE proposals as a whole, in particular the key sites required to build the scheme, before finalising them ready for an application in spring 2013 for a Transport and Works Act Order (TWAO) to build and operate the extension.

We received over 1800 responses to this consultation and full details are available in 'A report on the 2012 consultation to extend the Northern line'. Previous consultations in 2010 and 2011 sought feedback on route options for the extension and the preferred route as well as locations for the temporary and permanent shafts required to build and operate the scheme. Full details and copies of the consultation reports are available at www.tfl.gov.uk/nle.

We have carefully considered all feedback and conducted further feasibility and design work to explore some of the key issues raised. Whilst the following responses include some additional new information about the impacts of the NLE where it is available, work is still underway to evaluate its full impact as part of the Environmental Statement (ES) and this will be submitted as part of our TWAO application.



The key issues raised in the consultation focused around the following themes:

1. Capacity of the Northern line and especially Kennington station and future service levels on the Northern line
2. Noise and vibration levels once the NLE is operational and requests for compliance with more stringent guidelines
3. The location and design of the permanent shaft and head house at Kennington Park
4. The potential effects of settlement to buildings situated above the new tunnels
5. Noise and traffic during construction
6. Requests for further investigation and consideration of the wider transport needs and alternative transport solutions to the NLE and alternative route suggestions
7. Concerns about the consultation process
8. Concerns about the funding of the scheme and the potential use of public money

1. Impact of the NLE on the capacity of the Northern line and especially Kennington station, and future service levels on the Northern line

1.1 Concerns about capacity of the Northern line and especially Kennington station

We have looked carefully at the capacity of Kennington station in the light of the NLE and the planned upgrade programme which will increase the capacity of the entire Northern line.

Full details will be included in the ES and accompanying transport assessment that will be submitted as part of our TWAO application.

For the London Underground network, the assessment will set out the impact of the NLE on passenger demand and crowding levels and present mitigation for managing this impact if required, for example at Kennington station.

All work to date indicates that although the NLE will increase the number of passengers travelling on the Northern line, this will be predominantly on the Charing Cross branch and will not significantly impact upon crowding levels on either the Charing Cross or the Bank branch of the line. With the exception of Kennington, passenger numbers through other Northern line stations do not increase significantly.



Detailed analysis is still underway to establish the full impact on Kennington station. Indications are that any impact would be related to the flow of passengers between platforms, rather than an increase in passenger numbers entering or leaving the station.

If this analysis indicates that there could be capacity issues new cross passages between the platforms would form part of our TWAO application.

Separate to the NLE, TfL is also reviewing the longer term capacity needs at Kennington (and other stations) as a result of general growth across the network and other improvements taking place on the Northern line. This will focus on upgrading to the ticket hall and will build on any improvements carried out for the NLE.

1.2 Zoning of Kennington station

TfL regularly conducts reviews of its zoning policy for stations across its Tube network. A recent review of Kennington station considered a range of issues including the proximity of Nine Elms (proposed zone 2) and Vauxhall stations (zone 1&2). It also considered the impact of zoning on perceptions of the Vauxhall, Nine Elms and Battersea area as being a part of central London and the potential impact of re-zoning Kennington on other stations on the Tube and rail network.

After consideration the review concluded that Kennington station should remain in its current zone 2 designation.

It should be noted that at the time development was first encouraged at Canary Wharf, and later, when the Jubilee line was extended through the area, arguments were put forward for a zone 1 status based upon the area's profile as London's second financial centre. Canary Wharf's zone 2 status has had no discernable effect on the area's growth or economic vitality and it is still regarded as a major part of London's economy.

1.3 Impact of the NLE on the Kennington loop

All services on the Northern line extension will be a continuation of the Charing Cross branch replacing most, if not all, of the services which currently terminate at Kennington. This means that the number of trains using the loop line to turn trains around (the Kennington loop) will be significantly reduced once the NLE is built.

The new tracks for the NLE will be built to modern standards and comply with TfL's noise and vibration guidance for new railways (see 2.1 below). For existing tracks TfL has a robust monitoring regime in place to maintain the safe operation of the Tube network and to keep noise levels from the operation of trains as low as practicable. A number of measures are carried out including such things as twice-weekly physical track walks and six-monthly asset inspection train checks. When our monitoring identifies noise and vibration issues, investigations are carried out to identify their cause. Investigations are also instigated by reports TfL receive of an increase in noise and vibration.

Depending on the outcome of these investigations, various mitigation measures may be carried out such as rail grinding or renewal, work to improve joints or adjustment to the track lubrication.



There is no major tunnelling or engineering works planned for the Kennington loop itself, except where the new tunnels for the NLE will be attached to the existing ones at the step plate junctions. However, in order to connect the tunnels, it is likely that enabling work, such as upgrading electrics or signalling on the loop may be required.

1.4 Future service levels on the NLE

All services on the NLE will be a continuation of the Charing Cross branch replacing most, if not all, of the services that currently terminate at Kennington. The NLE in itself will not determine future timetables or the number of direct trains from Charing Cross to Morden or Battersea.

However, separate to the NLE, the Northern line is currently being upgraded as part of TfL's comprehensive Tube upgrade plan to add around 20% additional capacity to both branches of the Northern line. This will be completed in 2014. Looking further ahead, eventually the plan is to partially separate the Charing Cross and Bank branches so that all trains from Morden run via Bank, and all trains from Battersea run via Charing Cross. This would add further extra capacity and could allow us to run around 28 trains an hour on all branches, compared with 20 an hour today, and 24 after the 2014 upgrade.

2 Concerns about noise and vibration levels once the NLE is operational and a request for compliance with more stringent noise guidelines

We understand the concerns of some residents about the potential impact noise and vibration could have once the extension is operational. We take these concerns seriously and we are committed to ensuring that the proposed extension will meet levels defined in TfL's London Underground Noise and Vibration Asset Design Guidance (G1323). This guidance outlines a noise and vibration criteria for new track of a maximum of $40\text{dB}_{\text{Lmax, Fast}}$ and commits to use reasonable endeavours to meet a more stringent measure of $35\text{dB}_{\text{Lmax, Fast}}$. The NLE is being designed to meet noise levels of $35\text{dB}_{\text{Lmax, Fast}}$.

Rupert Taylor, a world leader in the field of vibro-acoustics of railway structures and tunnels, with extensive experience in the measurement of railway vibration and noise, including on the London Underground, has recently concluded a benchmarking survey of underground railways across the world. His conclusion is that TfL's London Underground commitment sits within the range of limits and guidance values found worldwide. He also concludes that London Underground's standard is better than that of Crossrail's and the Dublin Metro for residential areas.

The World Health Organisation night noise guidelines for Europe (NNG) noise criteria are not directly applicable to underground rail noise – their primary purpose was to measure noise levels for night time air traffic. As trains do not run through the night on the Tube network, they are not a useful or relevant benchmark to compare against.



The Environmental Impact Assessment currently underway (which will result in the ES) will assess the future operational noise and vibration impacts of the extension. However, prediction modelling already undertaken gives us a high level of confidence that, with the use of mitigation such as resilient base pads, the operational noise levels on the NLE will fall well within our maximum $35\text{dB}_{\text{L}_{\text{Amax, Fast}}}$ design criteria.

Further validation work to assess the noise reduction achievable through the use of mitigation such as resilient base pads is underway and the ES will include noise predictions for the NLE and identify where mitigation is required.

3. The location and design of the permanent shaft and head house at Kennington Park

3.1 Suggestions for an alternative shaft location in Kennington Park

Feedback from the summer 2011 consultation told us that local people would prefer the proposed head house building for the shaft at Kennington Park to be located within a very small section of the park at the old lodge. This will not entail the permanent loss of any park space, as the head house will replace an existing old lodge building located on land separated from the park. The location of the proposed head house is determined by its distance from Kennington station and the new tunnels and the ability to meet operational safety requirements.

However, during the autumn 2012 consultation we received a number of requests from residents and other groups asking us to look at alternatives for the site, including an alternative service 'yard' site in the park.

3.2 The service yard site in Kennington Park

This location had been considered previously and initial assessments indicated that for safety and operational reasons it would not be a suitable alternative due to its distance from Kennington station and the point at which the old tunnels meet the new ones (at the step plate junctions). Also we understand that the site is unavailable as it is in active use and no alternative site for this use has been identified.

In response to feedback, further assessment on the site's viability has been undertaken. This has confirmed that it would not be a suitable alternative location in Kennington Park for the following reasons:

- The track would need to be realigned so as to be close to the proposed alternative location for the head house. This would increase the curvature of the line to an unacceptable level leading to a 'bumpy' journey experience for passengers, a potential increase in noise levels, and significantly increased line maintenance requirements.



- The increased distance between Kennington station and the proposed alternative site would reduce the control of smoke extraction in the case of a fire. This would compromise the overall safety of this section of the tunnel.
- The proposed alternative location has the potential to negatively impact more residents than the existing proposals at the old lodge. Already there are a number of residential properties that back onto the site and planning permission for a new development of 50 new homes has been granted to the south of the site.
- Overall access to the site is more limited due to its location on a narrower residential road.
- The distance of the proposed alternative head house site from the substation would require the substation to also be relocated to the north of the yard site taking up another section of the park.

Having completed this further assessment work we have concluded that the old lodge remains the most suitable location for the proposed shaft at Kennington Park. This conclusion is supported by the London Borough of Lambeth and the Friends of Kennington Park and the site will be included in our TWAO application.

3.3 Engaging the community in the design of the proposed head house at Kennington Park

We have engaged with local resident groups, Kennington Park Neighbourhood Action Group (KPNAG) and Friends of Kennington Park, as well as heritage and conservation experts to understand issues that are important to them when considering the design of the proposed shaft building (head house) at Kennington Park.

Feedback from the autumn 2012 consultation indicated that residents supported the inclusion of natural materials in the design, a building wrapped around the proposed head house and a community space for activities relating to the park. There was a mixed response to the proposal for the head house to be screened from the park.

In response to feedback from the consultation we have engaged further with local resident and community groups and Lambeth Council to inform the development of more detailed designs and drawings. These will be submitted as part of an application for detailed planning consent as part of our TWAO application.

3.4 The future of the existing community facilities at the old lodge

We have met with Bee Urban and other users of the old lodge to discuss the relocation of the existing community facilities to another area of the park whilst construction of the NLE is underway. As part of our TWAO submission, we will be making a provision for temporary facilities next to the proposed construction site on the corner of Kennington Park Road and Kennington Road. We are in discussions with Bee Urban about the possible relocation of some trees, shrubs and equipment to the new alternative site as well as the bee hives.



3.5 The provision of alternative dog walking facilities in Kennington Park

Whilst construction works are undertaken Lambeth Council has agreed to work with TfL to provide replacement dog walking facilities, subject to these costs being covered by TfL. Lambeth and the Friends of Kennington Park already have some ideas for the potential location and once plans for the NLE are confirmed they will work closely with us to plan out the temporary relocation of the area.

4 The potential effects of settlement to buildings situated above the new tunnels

We understand that some owners and occupiers of properties along the route have concerns about the potential impact of tunnelling works on the structure of their properties.

Initial studies of the route suggest that the predicted settlement caused by the tunnelling will at most only cause slight damage or less to properties along the route. This means that if this predicted damage does occur it will be limited to damage that can be easily repaired such as cracks that could be easily filled or doors and windows that may stick slightly.

Powers will be applied for as part of our TWAO application to carry out a defects survey on any property predicted to experience 10mm or more of settlement before tunnelling works are started. In addition, a system to monitor ground movements will be put in place before tunnelling starts to establish seasonal variations. This monitoring will continue for a period after construction has been completed until potential settlement has ceased.

The defects survey will:

- Record the condition of the properties immediately prior to tunnel construction starting in the area. They are a written and photographic record of existing cracking and the general structural condition of the building.
- The surveys will be carried out by a chartered building surveyor, or other qualified engineer commissioned by TfL at TfL's cost but in joint names with the owner and any other persons as TfL may determine.
- Property owners may commission their own independent survey at their own expense.
- An electronic or hard copy of the report will be available to the owner on request.
- Owners will be contacted shortly before construction is due to start in the area so that a defects survey can be conducted.



TfL's London Underground Guidelines on Ground Movements and Deep Tunnelling Excavations sets out more details of the process for predicting ground movements, mitigations and how property surveys are undertaken.

5 Noise and traffic disruption during construction

We understand residents' concerns about potential disruption during construction of the NLE and we will seek to keep this to a minimum. TfL adopts a best practice approach to managing its construction impacts based on our significant experience of delivering major transport projects across London. A code of construction practice has been drawn up and is currently being reviewed by the local authorities of Wandsworth, Lambeth and Southwark. This includes provisions on construction, noise and vibration, dust, dirt on highways and working hours and noise limits. Once agreed, the code will be published at www.tfl.gov.uk/nle and submitted as part of our TWAO application, probably as an annex to the ES.

It will be necessary for the tunnelling work to be a continuous process and 24 – hour working will be required. However, noise from underground working on the new tunnels is unlikely to be audible at surface level and TfL will endeavour to ensure that work at surface level outside normal working hours is kept to a minimum. 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.

There may be circumstances where noise impacts arise during construction that need to be alleviated further. For those who may be affected by this, TfL will work with local authorities to agree suitable mitigation measures.

TfL's London Underground Noise and Vibration policy includes 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. The policy can be downloaded from www.tfl.gov.uk/nle.

TfL has also developed 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. This policy is available at www.tfl.gov.uk/nle.

Routes for construction traffic and the effects of the works on local traffic conditions are being assessed and the need for temporary traffic regulation orders is being considered with the aim of minimising the disruption caused to local communities.

Full details of the likely impacts of traffic, noise and dirt and proposed mitigation will be set out in the ES which will be submitted as part of our TWAO application.



6 Requests for further investigation and consideration of the wider transport needs and alternative transport solutions to the NLE and alternative NLE route suggestions

A range of transport options to support the preferred development scenario in the Vauxhall, Nine Elms and Battersea (VNEB) Opportunity Area (OA) were considered as part of the [VNEB OA Transport Study](#). We are satisfied that the proposed extension is the only solution that can realistically provide the required transport capacity and connectivity to achieve the Mayor's vision for development of the area of around 16,000 new homes and 20,000 – 25,000 jobs.

This vision is detailed in the [VNEB Opportunity Area Planning Framework](#), the Mayor's planning policy for the area. Although the proposed NLE is the principal new mode of transport for the area, it is accompanied by many other transport and urban realm improvements that together form a comprehensive transport strategy for the area. These include enhanced bus services, improvement to National Rail stations, a pedestrian and cycle bridge across the river, passenger piers at Vauxhall and Battersea Power Station, pedestrian and cycle walkways, and new Barclays Cycle hire docking stations.

Our TWAO application will be supported by a transport assessment which will consider both the construction and the long term effects of the proposed extension on the local highway network and existing public transport facilities. However, we have no plans to conduct a further transport needs analysis for the area in advance of our TWAO application.

6.1 Alternative route suggestions

Feedback to the consultation included a range of other suggested potential options for the route. The proposed route was consulted upon as part of the summer 2010 and 2011 consultations, where it emerged as the most popular option. More about the development of transport proposals and NLE route options can be found in the 2009 VNEB OA Transport Study. Our responses to some of the suggested routes are set out below:

6.2 An interchange at Vauxhall

This route option was consulted on in 2010 and 2011 and was the second-most popular choice. However, there would not be a new station at Nine Elms (as in the current proposal) and this would therefore reduce the benefits of providing better transport access to new areas in the centre of the Opportunity Area. In addition, Vauxhall station is already operating close to capacity. An interchange with the Northern line at Vauxhall would exacerbate this issue, especially as the Victoria line is also already very heavily used through Vauxhall. Conversely a new station at Nine Elms would provide relief. In addition to this, engineering work at Vauxhall to construct the new line would be technically complex and very disruptive given its location close to the rail network and other constraints.



6.3 Extend the NLE to Battersea Park and Queenstown Road stations

Battersea Park and Queenstown Road are too small to accommodate significant increases in passenger numbers, the trains serving them are already crowded and there is no capacity on the existing railway lines to accommodate more trains. The NLE is being built primarily to meet the increased demand created by the development planned for the wider Opportunity Area including the power station site. The new tube station at Battersea is proposed on Battersea Park Road, for easy access to the new developments as well as a convenient interchange with existing and new bus routes and within easy walking access of Battersea Park and Queenstown Road stations.

6.4 Extend the Waterloo & City line to Battersea

This was considered at a high level as part of the VNEB Opportunity Area Transport Study. However it was ruled out on both capacity and engineering grounds. The line is already at capacity at peak times meaning there would be no spare capacity for new users. In addition, the current alignment points east from Waterloo and would therefore require a significant detour to reach the VNEB area after leaving Waterloo.

6.5 Use National Rail infrastructure into either Waterloo (the old Eurostar tracks) or Victoria

National Rail proposals were discussed with Network Rail as part of the VNEB OA Transport Study. However there is no capacity either on the routes through the area or at Waterloo or Victoria. It is also clear that no national rail based option could provide the connectivity or accessibility benefits of the NLE which will provide a direct service into central London and the rest of the Tube network through two new stations in the Opportunity Area.

6.6 Extend the Victoria line from Vauxhall

Extending the Victoria line from Vauxhall would result in a significantly reduced service on the existing Victoria line south of Vauxhall as it would split the line and reduce the number of trains serving the existing branch. This is a heavily used section of the Underground and fewer trains would add significantly to crowding levels. As such, this is not a recommended solution for the needs of the area.

6.7 Extend the Northern line beyond Battersea to Clapham Junction

The current proposal is to extend the Northern line to Battersea but designed in a way that would allow a possible future extension. There is currently no proposal to extend beyond Battersea and any proposal to do so would be subject to a separate assessment.

6.8 Extend the Northern line to Streatham/Crystal Palace

An extension to Streatham or Crystal Palace would best be achieved through an extension of the Charing Cross branch of the Northern line. However, both these destinations would need to be in place of an extension to Battersea. Streatham or Crystal Palace are not Opportunity Areas and the extension would therefore not facilitate the same level of growth in jobs and homes as the proposal to extend to



Battersea and there would be significantly less scope for third party funding contributions. The extension build costs to Streatham would increase significantly as it would be over twice the length of the proposed extension to Battersea and Crystal Palace already benefits from good transport connections following the extension of the London Overground network in 2010.

6.9 A tram

A tram was considered as part of the VNEB Opportunity Area Transport Study and was discounted as an option for several reasons. As a tram would not link into an existing transport network, it would provide fewer connectivity benefits to passengers. In addition, a tram would provide far less capacity than the NLE and the new infrastructure required to run the trams would take space from the road network causing significant congestion and inconvenience to road users.

7 Concerns about the NLE consultation process

Some concerns were raised about the first phase of public consultation conducted in the summer of 2010 by Treasury Holdings, who were working for the former owners of Battersea Power Station on the initial development of the NLE scheme. Some people in the area said they had not been made aware of the first stage of consultation on the proposed route options owing to problems with the distribution of the leaflets. Following feedback received in the initial responses to the 2011 consultation, TfL and Treasury Holdings repeated the 2010 route options consultation and distributed leaflets to 40,000 homes and businesses along the proposed route of the extension.

Consultation is not designed to be a referendum or a decision-making tool in its own right – rather it is one of many tools used to inform decisions on large – scale infrastructure projects. Consultations are used to help make better and more informed decisions and focus on issues as much as on numbers; they are designed to help understand people’s views, provide the opportunity for people to ask questions, and to raise matters that might not have already been thought of so that proposals might be improved.

For example, the 2011 route options consultation told us that 61 per cent of respondents’ preferred route was from Kennington to Battersea, with new stations at Nine Elms and Battersea. However, it also gave us a raft of other information. It elicited a number of suggestions for alternative routes that have since been explored by the design team. It also told us that people have concerns about noise.

We have since conducted a benchmarking survey to understand how our guidelines compare with those of other railways and, as part of our Environmental Impact Assessment, have undertaken predictive noise measurements and identified potential mitigation to ensure we meet the commitments set out in our guidelines. We also focused on work to explore alternative options for the proposed shaft in the Claylands Road area, which has since been removed from the proposals for the scheme.



Feedback from the 2012 consultation has led us to conduct further feasibility work into an alternative site proposed at Kennington Park and options to manage potential crowding and mitigation at Kennington station. We have also engaged further with local community groups to influence the designs of the permanent shaft and community building at Kennington Park and proposals for the reinstatement of Kennington Green following the conclusion of works to build the NLE.

To date, all consultation to develop and shape the proposals for the NLE has been voluntary or non-statutory. We are confident these have provided the opportunity for those who may be impacted by the proposals to comment. Our TWAO submission will be available to view online, at public inspection points along the proposed route which may include libraries and the council offices of Southwark, Wandsworth and Lambeth. This will mark the beginning of the statutory process for applying for authorisation to construct the NLE and there will be a period of 42 days from the date of our submission for objections or other representations to be made to the Secretary of State for Transport.

8 Funding

The Government confirmed in the Chancellor's 2012 Autumn Statement that up to £1bn of borrowing from the Public Works Loan Board would be available to the Greater London Authority (GLA) to finance the construction of the NLE. Whilst the borrowing will be done by the public sector, the funding to repay this borrowing will come from the private sector in the form of:

- Incremental business rates, retained by the Greater London Authority for a period of 25 years in a new Enterprise Zone (EZ) in the London Boroughs of Wandsworth and Lambeth; and
- Contributions received by the boroughs from local developers under the Section 106 and Community Infrastructure Levy regimes.

The GLA and TfL are finalising arrangements for the financing of the extension with the developer of the Battersea Power Station site, central Government and the local authorities and the details of this will be included in a funding statement as part of the TWAO application.



9. Next steps

Details of the proposals to extend the Northern line to Nine Elms and Battersea are being finalised ready for submission of a TWAO application to the Secretary of State for Transport in April.

This will mark the beginning of the statutory process for applying for authorisation to construct the scheme.

Full details of the application, together with all the supporting documents will be available to view online at www.tfl.gov.uk/nle, at public inspection points along the proposed route which may include libraries and the council offices for Southwark, Wandsworth and Lambeth.

To receive an update when these documents are available to view, sign up now to the NLE update list at www.tfl.gov.uk/nle.

February 2013

Appendix D: Table to outline stakeholder engagement through the development of the NLE proposals

	Stakeholder	Notified of updates, correspondence and consultations	Meetings/Correspondence	Key Discussion points
Resident/community interest groups	Albert Square Conservation Area	Yes		
	Ashmole Estate (Metropolitan Housing Trust)	Yes	Meeting in March 2011	Location of permanent shafts; construction impacts; noise and vibration.
	Ashmole TRA	Yes		
	Battersea Society	Yes		
	Bee Urban	Yes	A series of meetings held between February 2012 and April 2013	Design of the head house and community facilities and the temporary relocation of Bee Urban's operations to alternative accommodation in the park whilst construction of the NLE is undertaken.
	Bolney Meadow TRA	Yes		
	China Walk	Yes		
	Claylands Green NLE Action Group	Yes	Meetings and correspondence in 2012 and 2013 Participated in Lambeth Overview and Scrutiny meeting where TfL responded to questions on the NLE – March 2013	A range of issues including the location of the permanent shaft at Claylands Rd, noise & vibration, consultation, impact of the NLE on the NL and Kennington station, funding.
	Cleaver Square Residents Association	Yes	Meetings and correspondence in 2011, 2012 and 2013.	Location of temporary worksites, construction impacts, reinstatement of Kennington Green, impact of the NLE on crowding at Kennington station, zoning of Kennington station.
	Deanery of Southwark and Newington, St Paul, St Agnes and St Mary	Yes	Correspondence and attendance at NLE exhibition	Kennington station
	De Laune Street Residents	Yes	Meeting in November 2011	Temporary shafts,

Association			construction impacts
Edible Lambeth	Yes		Location of the permanent shaft (head house) in Kennington Park and the provision of community facilities.
Fentiman Road NLE Action Group	Yes	Meetings in 2011 and February 2013	Noise and vibration, settlement, NL and Kennington station, alternative route alignment, funding of the NLE, noise and traffic disruption during construction
Fentiman Road, Richbourne Terrace and Dorset Road Residents' Association	Yes	Participated in Lambeth Overview and Scrutiny meeting where TfL responded to questions on the NLE – March 2013	Transport routes, noise and traffic disruption during construction and noise levels relating the operational railway.
Fentiman/Dorset Residents	Yes		Settlement, noise and vibration.
Friends of Archbishop's Park	Yes		
Friends of Kennington Park	Yes	A series of meetings and correspondence in 2011, 2012 and 2013	Route options, locations of shafts, consultation feedback for Kennington Park and design treatments for Kennington Park, temporary relocation of community facilities and the dog walking area within Kennington Park.
Friends of Tate South Lambeth Library	Yes		
Friends of Vauxhall Park	Yes	Participated in Lambeth Overview and Scrutiny meeting where TfL responded to questions on the NLE – March 2013	
Friends of Vauxhall Pleasure Gardens	Yes		
Hannover Gardens Group	Yes	Correspondence in 2012 Participated in Lambeth Overview and Scrutiny meeting where TfL responded to questions on the NLE – March 2013	Transport needs analysis, congestion at Kennington station and on Northern line, noise and vibration
Harmsworth Street Action	Yes	Correspondence 2012 and	Temporary shafts,

Group		2013 and attendance at 2012 and 2013 drop in events	noise, disruption, construction traffic, compensation, ground water.
Heart of Kennington Residents Association	Yes	A series of meetings and correspondence in in 2011, 2012 and 2013	Route options & locations of ventilation & access shafts, temporary shaft options, reinstatement of Kennington Green, gallery tunnels, traffic and parking, noise and vibration, compensation
Hemans Estate	Yes		
KASSN	Yes		
Kennington Association	Yes	Representatives attended meeting about the reinstatement of Kennington Green in January 2013	Consideration of transport needs, using existing national rail infrastructure into Waterloo or Victoria, providing a tram link, financing and funding, consultation process, capacity of Kennington station, reinstatement of Kennington Green.
Kennington Green Residents		A series of meetings in 2012 and 2013	The design of the head house at Kennington Green, design and reinstatement of Kennington Green following construction.
Kennington Oval & Vauxhall Forum	Yes	Meeting held in June 2011	Route options & locations of ventilation & access shafts
Kennington Park Estate Board	Yes		
Kennington Park Neighbourhood Action Group	Yes	A series of meetings and correspondence in 2011, 2012 and 2013	Alternative shaft locations in the Kennington Park area, construction impacts, impact on Kennington station, concerns about the consultation process for the permanent shaft locations, design of the shaft and community space at Kennington Park

Kennington Park TRA	Yes		
Kennington People on Bikes	Yes		
Kings College Hospital Foundation Trust	Yes		Suggested extension of the northern line along the A23 to Streatham
Lambeth and Southwark Housing Association	Yes		Location of permanent shaft at Kennington Park and the design of the head house, preservation of bee keeping facilities.
Lambeth Community Forum		Meeting in May 2011	
Lambeth Towers and Lambeth Road TRA	Yes		
Lansdowne Residents' Association	Yes		Proposed extension of the Northern line, suggested alternative routes and funding.
Larkhall Triangle Residents	Yes		
LB Wandsworth Local Community Group		Meeting in March 2011	Route options & locations of ventilation & access shafts
Life Tabernacle Church	Yes		No issues raised
Manor of Kennington Residents Association	Yes		
Mawbey Brough TRA	Yes		
Metropolitan Housing Trust	Yes	Meetings and correspondence in 2011 and 2012	Route options & locations of ventilation & access shafts
North Lambeth Area Housing Forum	Yes		
Oval Partnership	Yes	Meetings and correspondence in May 2011	Route options & locations of ventilation & access shafts
Portuguese Community (Centre)/Paolp News	Yes		
Radcot/Ravensdon/Stannary Residents	Yes	Meetings in August 2011 and February 2013 (co-ordinated by Heart of Kennington RA)	Temporary shaft options
Salter Buildings Residents Company Ltd	Yes		No issues raised
Southwark and Lambeth Housing Association	Yes		
Southwark Conservation Area Advisory Group		Meeting in January 2013 and attendance at drop in event	Input into the design considerations for Kennington Park
Southwark PTCF		Meeting in June 2011	
St Ann and All Saints Church	Yes		No issues raised
Battersea residents		Meeting in June 2011	Route options & locations of ventilation & access shafts
St George's Wharf RA	Yes		

	Stockwell Park Residents Association Committee	Yes		
	Stockwell Partnership	Yes		
	Tenants' Council	Yes		
	The Battersea Society	Yes		
	The Vauxhall Society	Yes	Meeting in October 2012	Plans to extend the NLE to Nine Elms & Battersea
	Tradescant Area Residents' Association	Yes		
	Urban Beekeeping	Yes		NLE consultation process, noise and traffic disruption, noise and vibration when NLE is operational
	Vauxhall Gardens Community Centre	Yes		
	Vauxhall Gardens' Estate Residents' and Tenants' Association	Yes		
	Vine Housing Co-operative	Yes		
	Viva Vauxhall Residents' Association	Yes		Transport need/alternatives in the VNEB area and funding and financing.
	VNEB DATA	Yes	Meetings and correspondence in 2012 – 2013 including participation in Lambeth Overview and Scrutiny meeting where TfL responded to questions on the NLE – March 2013	Transport assessment and alternatives transport solutions, funding, impact on the Northern line and Kennington station
	Whitgift TRA	Yes	Participated in Lambeth Overview and Scrutiny meeting where TfL responded to questions on the NLE – March 2013	
	World First UK Ltd	Yes		Suggested extension of the Northern Line to Clapham Junction, the positioning of the temporary shafts, the positioning of the permanent shaft at Kennington Green.
	Wyvil Estate Residents Association	Yes		
Equality groups	Action for Blind People	Yes		
	Action on Hearing Loss (RNID)	Yes		
	Advocacy in Greenwich	Yes		
	Age UK London	Yes		
	British Red Cross	Yes		
	Camden mobility forum	Yes		

	Community Transport Association	Yes		
	Croydon mobility forum	Yes		
	Disability Rights UK	Yes		
	Disabled Persons Transport Advisory Committee - DfT	Yes		
	Greater London Forum for Older People	Yes		
	Guide Dogs for the Blind	Yes		Location and design of the new stations
	Hammersmith and Fulham Older People's Consultative Forum	Yes		
	Haringey mobility forum	Yes		
	Harrow Macular Disease Society	Yes		
	Hillingdon mobility forum	Yes		
	Hounslow mobility forum	Yes		
	Inclusion London	Yes		
	Independent Disability Advisory Group	Yes		
	Islington mobility forum	Yes		
	K&C mobility forum	Yes		
	Leonard Cheshire Disability	Yes		
	London Mencap	Yes		
	London Visual Impairment Forum	Yes		
	London Voluntary Service Council	Yes		
	Mencap	Yes		
	MS Society	Yes		
	National Autistic Society	Yes		
	NCVO	Yes		
	RADAR London Access Forum	Yes		
	Richmond-upon-Thames mobility forum	Yes		
	RNIB	Yes		
	Royal London Society for the Blind	Yes		
	SCOPE	Yes		
	Tower Hamlets mobility forum	Yes		
	Trailblazers, Muscular Dystrophy UK	Yes		Access and accessibility
	Transport for All	Yes		
	Waltham Forest mobility forum	Yes		
	Wandsworth mobility forum	Yes		
	Whizz-Kidz	Yes		
Boroughs	The London Borough of Lambeth	Yes	Meetings since 2011 through the development of the scheme and a regular monthly NLE borough liaison meetings in 2012 & 2013 NLE update provided at Central London sub-regional panel in December 2012	Various including noise, vibration, shaft locations design considerations for the above ground structures, Nine Elms and acquisition

				of land and lights at Kennington Park and Kennington Green.
The London Borough of Southwark	Yes	Meetings since 2011 through the development of the scheme. Ward member walkabout around the proposed sites for the temporary shaft in the Harmsworth St area. Regular monthly NLE borough liaison meetings in 2012 & 2013 NLE update provided at Central London sub-regional panel in December 2012		Various including zoning of Kennington station, location of the temporary shafts and settlement
The London Borough of Wandsworth	Yes	Meetings and correspondence since 2011 through the development of the scheme and a regular monthly borough liaison meetings in 2012 & 2013		Various, including funding and financing of the scheme and Nine Elms.
Westminster City Council	Yes	Meeting held in June 2012 NLE update provided at Central London sub-regional panel in December 2012		
London Borough of Camden	Yes	NLE update provided at Central London sub-regional panel December 2012		
London Borough of Islington	Yes	NLE update provided at Central London sub-regional panel December 2012		
City of London	Yes	NLE update provided at Central London sub-regional panel December 2012		
Royal Borough of Kensington and Chelsea	Yes	NLE update provided at Central London sub-regional panel December 2012		
Cllr Donatus Anyanwu, Lambeth		NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny meeting in March 2013		
Cllr. Jim Dickson, Lambeth		NLE update at Cabinet meeting in March 2013		
Cllr Jane Edbrook, Lambeth	Yes			
Cllr Alex Bigham, Lambeth	Yes			
Cllr Nigel Haselden, Lambeth	Yes			
Cllr Rachel Haywood, Lambeth		NLE update at Cabinet meeting in March 2013		
Cllr Jack Hopkins, Lambeth	Yes	NLE update at Cabinet meeting in March 2013 NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013		Alternative suggestions to the NLE
Cllr Peter Bowyer, Lambeth	Yes			
Cllr Diana Braithwaite, Lambeth	Yes			

	Cllr Jennifer Braithwaite, Lambeth		NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	
	Cllr Ishbel Brown, Lambeth	Yes		
	Cllr Lorna Campbell, Lambeth	Yes	NLE update at Cabinet meeting 04.03.13	
	Cllr Edward Davie, Lambeth		NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	
	Cllr Roger Giess		NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	
	Cllr Lib Peck, Lambeth	Yes	Quarterly NLE updates at received at Nine Elms Vauxhall Strategy Board NLE update at Cabinet meeting in March 2013 NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	
	Cllr Steve Reed, Lambeth	Yes	Correspondence in 2012 Quarterly NLE updates at received at Nine Elms Vauxhall Strategy Board	
	Cllr Ashley Lumsden		NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	
	Cllr Mark Harrison, Lambeth	Yes	Meeting in 2012 about temporary shaft location NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	
	Cllr Stephen Morgan, Lambeth	Yes	Meetings and correspondence in 2012 & 2013 including NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	Permanent shafts at Kennington Green and Kennington Park (location and impact), impact of the NL on Kennington Station, construction related traffic in the Radcot Street area and the opening of the two new proposed

			stations at Battersea and Nine Elms.
Cllr Paul McGlone, Lambeth		NLE update at Cabinet meeting in March 2013	
Cllr Jackie Meldrum, Lambeth	Yes	NLE update at Cabinet meeting in March 2013 NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	
Cllr Sally Prentice, Lambeth		NLE update at Cabinet meeting in March 2013	
Cllr Peter Robins, Lambeth		NLE update at Cabinet meeting in March 2013	
Cllr Mike Smith, Lambeth		NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	
Cllr Imogen Walker, Lambeth	Yes	NLE update at Cabinet meeting in March 2013	
Cllr Jeremy Clyne, Lambeth	Yes	NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	Funding of the Northern Line Extension (NLE) and a suggested extension of the Northern line to Streatham.
Cllr Clare Whelan OBE, Lambeth		NLE and Nine Elms Vauxhall Partnership update at Overview and Scrutiny Committee meeting in March 2013	
Cllr Catherine Bowman, Southwark	Yes	Correspondence in March 2013 and attendance at a meeting about the permanent shaft at Kennington Park, March 2012	Extension to the existing Northern line, noise and vibration levels once the Northern Line Extension (NLE) is operational, location of permanent shaft at Kennington Park and temporary shaft at Harmsworth St, financing and funding and strategic transport planning.
Cllr Barrie Hargrove, Southwark	Yes	Correspondence	Capacity on the Northern line, the

				zoning of Kennington station, settlement, connecting the new tunnels to the existing loop under Kennington Park, alternative construction approach for connecting the extension to the existing Northern line.
	Cllr Fiona Colley, Southwark	Yes		
	Cllr Neil Coyle, Southwark	Yes		
	Cllr Patrick Diamond, Southwark	Yes		
	Cllr Peter John, Southwark	Yes		
	Cllr Abdul Mohamed, Southwark	Yes		
	Cllr Ravi Govindia, Wandsworth	Yes	Correspondence and quarterly NLE updates at received at Nine Elms Vauxhall Strategy Board	
	Cllr Alexander Raubitschek, Wandsworth	Yes		
	Cllr James Cousins, Wandsworth	Yes		
	Cllr Nick Cuff, Wandsworth	Yes		
	Cllr Russell King, Wandsworth	Yes		
	Cllr Jo-Anne Nadler, Wandsworth	Yes		
	Cllr Nichola Nardelli, Wandsworth	Yes		
	Cllr T Belton (Battersea Labour Party and Wandsworth Labour councillors)	Yes		Interchange with Battersea Park and Queenstown Road stations and the mitigation of noise and disruption during construction.
	Cllr Gregory Udeh, Merton	Yes		Noise and disruption during construction
	Vauxhall Liberal Democrats (Chair, George Turner)	Yes		Strategic transport planning, financing and funding, overcrowding on the Northern Line and the effect on Kennington station, route of the Northern Line
Business	Federation of Small Businesses	Yes		
	Vauxhall One Business Improvement District	Yes	Two meetings held in 2012	

	Vauxhall First	Yes		
	London First	Yes		
	MP Moran	Yes		Potential changes to local traffic conditions as a result of the Northern Line extension.
	London Chamber of Commerce and Industry	Yes		Supporting NLE extension
	Sainsbury's: Four Communications	Yes		
	Vauxhall One and CLS Holdings	Yes		
	CBI London	Yes		
	Victoria Business Improvement District		Telephone conversation to discuss NLE in 2012	
	Waterloo Quarter Business Improvement District		Telephone conversation to discuss NLE in 2012	
	London First	Yes		
	London Wide	Yes		
	Bishop's House	Yes		
	CBI	Yes		
	South Bank Employers Group		Meeting held September 2012	
	St James Group	Yes	Meeting held May 2012	
	Canary Wharf Group		Meeting held June 2012	
MPs and Assembly Members	Kate Hoey MP	Yes	Briefing provided in December 2011 Attended meeting with Claylands Road Action Group in January 2013	Capacity of the Northern line and Victoria lines, shaft locations, community engagement
	Chuka Umunna MP	Yes		
	Jeremy Corbyn MP	Yes		
	Emily Thornbury MP	Yes		
	Lynne Featherstone MP	Yes		
	Mark Field MP	Yes		
	Grant Schapps MP		Meeting held July 2012	
	Justine Greening MP	Yes	Correspondence in April 2012	
	Stephen Hammond MP	Yes		
	Harriet Harman MP	Yes		
	Glenda Jackson MP	Yes		
	Jane Ellison MP	Yes		
	Tessa Jowell MP	Yes		
	Karen Buck MP	Yes		
	Matthew Offord MP	Yes		
	Siobhan McDonagh MP	Yes		
	Mike Freer MP	Yes		
	Frank Dobson MP	Yes		
Sadiq Khan MP	Yes			
Simon Hughes MP	Yes	Correspondence and meeting February 2012	Capacity of the Northern line especially at Kennington station, the temporary Harmsworth Street shaft and the	

				permanent Kennington Park
	Theresa Villiers MP	Yes		
	Andrew Dismore AM	Yes		
	Caroline Pideon AM	Yes	Correspondence and meetings in 2011, 2012 and 2013	Transport alternatives, capacity on the Northern line and Kennington station,
	Kit Malthouse AM	Yes		
	Murad Qureshi AM	Yes		
	Richard Tracey AM	Yes		
	Valerie Shawcross AM	Yes	Correspondence in 2011, 12 and 2013 and attendance at meetings with the Claylands Green Action Group and KPNAG in 2012 and 2013. .	Battersea and Nine Elms stations, proposed tunnel routes, noise and vibration, permanent shafts, future train services, local impacts and financing and funding.
	Andrew Boff AM	Yes		
	Darren Johnson AM	Yes	Correspondence in 2013	Extension of the Northern line to Clapham Junction.
	Gareth Bacon AM	Yes		
	Jeanette Arnold AM	Yes		
	Joanne McCarthy AM	Yes		
	John Biggs AM	Yes		
	Nicky Gaveron AM	Yes		
	Steve O'Connell AM	Yes		
	Tom Copley AM	Yes		
	Victoria Borwick AM	Yes		
	Jenny Jones AM	Yes		
	Roger Evans AM	Yes		
	Fiona Tywcross AM	Yes		
	Stephen Knight AM	Yes		
Environment	The Environment Agency	Yes	Meetings and correspondence throughout 2012 -13	Flood risk assessments, ground water and land contamination and marine dredging.
	Natural England	Yes	Regular update meetings to discuss the NLE	
Transport groups	London TravelWatch	Yes		Kennington Green, the proposed new station in Battersea and the potential extension of the Northern line from Battersea to Clapham Junction.
	Passenger Focus	Yes		
	Clapham Transport Users Association	Yes	Meetings and correspondence about the NLE in 2013	Capacity on the Northern line, modelling,

				wider/integrated transport improvements
	London Underground Railway Society	Yes	Presentation on NLE extension April 2013	
Utility companies and emergency services	Metropolitan Police Authority	Yes		
	London Fire and Emergency Planning Authority	Yes	Meetings and correspondence in 2012 & 2013	Safety requirements for the design of the NLE and location of permanent shafts and head houses
	A & N Media Services Limited	Yes		
	British Gas Services Limited	Yes		
	British Telecommunications plc	Yes		
	BSKYB Telecommunications Services Ltd	Yes		
	Cable & Wireless Communications Plc	Yes		
	Cable & Wireless UK Services Limited	Yes		
	CBS Outdoor Limited	Yes		
	Clear Channel UK Limited	Yes		
	Colt Technology Services Group Limited	Yes		
	Colt Telecommunications	Yes		
	E.S. Pipelines Limited	Yes		
	Eastern Power Networks	Yes		
	Easynet Limited	Yes		
	Electricity North West Limited	Yes		
	Everything Everywhere Limited	Yes		
	Fibernet UK Ltd	Yes		
	Gamma Telecom Limited	Yes		
	Geo Networks Limited	Yes		
	Global Crossing (UK) Ltd	Yes		
	Global Crossing (UK) PEC	Yes		
	Global Crossing (UK) Telecommunications Ltd	Yes		
	Hutchison 3G UK Limited	Yes		
	Independent Pipelines Limited	Yes		
	JC Decaux Limited	Yes		
	Kcom Group plc	Yes		
	Level 3 Communications	Yes		
	London Power Networks	Yes		
	National Grid Electricity Transmission plc	Yes		
National Grid Gas PLC	Yes			
Northern Gas Networks	Yes			
Npower Limited	Yes			
Scotia Gas Networks Limited	Yes			
Scottish and Southern	Yes			

	Energy Power Distribution			
	Southern Gas Networks	Yes		
	Spectrum Interactive Plc	Yes		
	Telefonica UK Limited	Yes		
	The Gas Transportation Company Limited	Yes		
	UK Power Networks Holdings Limited (formerly EDF Energy Networks Limited)	Yes		
	Utility Assets Limited	Yes		
	Verizon Global Solutions UK Limited	Yes		
	Virgin Media Limited	Yes		
	Vodafone Limited	Yes		
	Airwave Solutions Limited	Yes		
	Orange Personal Communication Services Ltd	Yes		
	T-Mobile	Yes		
	Thames Water	Yes	A series of meetings held in 2012 and 2013	Discussions around synergies between the NLE and Thames Tideway Tunnel
Landowners	Banham Security	Yes	A series of meetings held between 2011-13	Impact on business operations, business continuity. Land acquisition and future development of land.
	LB Lambeth (Kennington Park manager)	Yes		
	Kia Oval/Surrey Cricket Club	Yes		
	Royal Mail	Yes	Quarterly NLE updates at Nine Elms Vauxhall Strategy Board 2011 - 13	Future construction methodology and interfaces.
	Port of London Authority	Yes	Meeting held in summer 2012	Use of the river
	Chivas (Beefeater)	Yes	Regular meetings from 2011 - 13	Impacts relating to the introduction of a NLE head house on their business operations and future development.
	Duchy of Cornwall	Yes	Meeting and correspondence in 2012.	
	Treasury Holdings	Yes	Quarterly NLE updates at Nine Elms Vauxhall Strategy Board 2011 - 12	
	Covent Garden Market Authority	Yes	Regular meetings throughout 2011 -13 including quarterly NLE updates at Nine Elms Vauxhall Strategy Board	Impact on business operations, business continuity. Land acquisition and future development of land.
	National Grid	Yes	Discussion and correspondence in 2012 and 2013 and quarterly NLE updates at Nine Elms	Potential construction interfaces between NLE and other

		Vauxhall Strategy Board 2011 - 13	development programmes.
Sainsbury's	Yes	Regular meetings throughout 2011-13 including quarterly NLE updates at Nine Elms Vauxhall Strategy Board	Construction and engineering interfaces of NLE and Sainsbury's development programmes including the temporary provision of a temporary store. Future integration of public realm.
Bishop House Nursery	Yes	Meeting held in November 2011	Location of temporary shaft sites in the Harmsworth Street area
Battersea Dogs & Cats Home	Yes	Regular meetings held throughout 2012-13	Construction interfaces, disruption to and temporary relocation of homes facilities during the NLE construction period
Network Rail Infrastructure Ltd	Yes	Meetings held in January, February and March 2013	Protection of Network Rail's assets, temporary use and permanent acquisition of land.
Ballymore	Yes	Discussion and correspondence and quarterly NLE updates at Nine Elms Vauxhall Strategy Board 2011 - 13	Future construction methodology and interfaces.
The Bearkley Group	Yes	Discussion and correspondence	Future construction methodology and interfaces.
Ashmole Estate Presentation	Yes	Meeting in May 2011	Route options & locations of ventilation & access shafts
Battersea Power Station Development Company		Quarterly NLE updates at received at Nine Elms Vauxhall Strategy Board 2012 - 13	Construction and delivery interfaces between projects. Construction of a new station in Battersea including access, phasing etc.
British Land		Update meeting December 2012	
Tesco	Yes	Meetings and correspondence January to March 2013	Various
US embassy	Yes	Correspondence and engagement	Various

	Lambeth Estates		Meetings in February and March 2013	
	CIT Developments Ltd		Quarterly NLE updates at Nine Elms Vauxhall Strategy Board 2011 - 12	
	CLS Holdings		Quarterly NLE updates at Nine Elms Vauxhall Strategy Board 2012 - 13	
	St Modwens		Engagement including quarterly NLE updates at Nine Elms Vauxhall Strategy Board 2012 - 13	Construction of NLE and development interfaces – linked to CGMA above.

Appendix E: Schedule 5 & 6 consultations

Summary of consultation with statutory stakeholders in Schedules 5 & 6 as required by the 2006 Rules

Summary of Statutory Consultation

The table below summarises consultation with statutory consultees by organisation.

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
The Crown Estate Commissioners	1	2	Emails sent June 2012 (briefing offered) and November 2012 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
The Trinity House	1		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
The Environment Agency South East Region	1, 2, 5, 6, 20	5, 9	Emails sent June 2012 (briefing offered) and November 2012 Meeting held in March 2013 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Secretary of State for Environment, Food and Rural Affairs – For the attention of the Marine Management Organisation	1, 5		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Secretary of State for Transport — For the attention of the Maritime and Coastguard Agency	1		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
Port of London Authority	2, 7	4, 9	Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
London Borough of Lambeth	9, 11	6	Ongoing liaison and meetings throughout 2012 and 2013 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
London Borough of Southwark	9, 11	6	Ongoing liaison and meetings throughout 2012 and 2013 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
London Borough of Wandsworth	9, 11	6	Ongoing liaison and meetings throughout 2012 and 2013 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Highways Agency		6	Emails sent June 2012 (briefing offered) and November 2012 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
A & N Media Services Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans. Stakeholder responded to confirm that their apparatus is not affected.
Battersea Power Station Development Company Limited	12		Written to c/o Clifford Chance Solicitors in March 2013 with copies of Draft Order and draft Deposited Order Plans
British Gas Services Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
			Order Plans
British Telecommunications plc	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
BSKYB Telecommunications Services Ltd	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans Stakeholder responded to confirm that their apparatus is not affected.
Cable & Wireless Communications Plc	12		Written to in March 2013 with copies of Draft Order and draft Order Deposited Plans
Cable & Wireless UK Services Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
CBS Outdoor Limited	12		Written to in March 2013 with copies of Draft Order and draft Order Deposited Plans
Clear Channel UK Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Colt Technology Services Group Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Colt Telecommunications	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
E.S. Pipelines Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans Stakeholder responded to confirm that their apparatus is not affected.

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
Eastern Power Networks	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Easynet Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Electricity North West Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans Stakeholder responded to confirm that their apparatus is not affected.
Everything Everywhere Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Fibernet UK Ltd	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Gamma Telecom Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Geo Networks Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans Stakeholder responded to confirm that their apparatus is not affected.
Global Crossing (UK) Ltd	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Global Crossing (UK) PEC	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Global Crossing (UK) Telecommunications Ltd	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
Hutchison 3G UK Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans Stakeholder responded to confirm that their apparatus is not affected.
Independent Pipelines Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
JC Decaux Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Kcom Group plc	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Level 3 Communications	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
London Power Networks	12		Email sent in November 2012 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
National Grid Electricity Transmission plc	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
National Grid Gas PLC	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
National Grid PLC	12		Regular discussion and engagement, correspondence etc including meetings held in April 2012 and March 2013 and emails sent June 2012 (briefing offered) and November 2012 Written to in March 2013 with copies of Draft Order and draft Deposited

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
			Order Plans
Network Rail Infrastructure Limited	12		<p>Emails sent June 2012 (briefing offered) and November 2012</p> <p>A number of meetings held in 2013</p> <p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p>
Northern Gas Networks	12		<p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p> <p>Stakeholder responded to confirm that their apparatus is not affected.</p>
Npower Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Ocean Outdoor UK Limited	12		<p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p> <p>Stakeholder responded to confirm that their apparatus is not affected.</p>
Primesight Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
ReachActive (contracted by InterRoute)	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Royal Mail	12	13	<p>Regular discussion and engagement including emails sent June 2012 (briefing offered) and November 2012</p> <p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p>

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
Scotia Gas Networks Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Scottish and Southern Energy Power Distribution	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans Stakeholder responded to confirm that their apparatus is not affected.
Southern Gas Networks	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Spectrum Interactive Plc	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Telefonica UK Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Thames Water Utilities Limited	12		Meetings held throughout 2012 and 2013 Emails sent June 2012 (briefing offered) and November 2012 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
The Gas Transportation Company Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
UK Power Networks Holdings Limited (formerly EDF Energy Networks Limited)	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Utility Assets Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
Verizon Global Solutions UK Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Virgin Media Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Vodafone Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Airwave Solutions Limited	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Orange Personal Communication Services Ltd	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
T-Mobile	12		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans Stakeholder responded to confirm that their apparatus is not affected.
English Heritage (officially known as The Historic Buildings and Monuments Commission for England)	14, 15, 16	9	Emails sent June 2012 (briefing offered) and November 2012 Meeting held in March 2013 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
London TravelWatch	23		Emails sent June 2012 (briefing offered) and November 2012 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Passenger Focus	23		Email sent in November 2012 Written to in March 2013 with copies

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
			of Draft Order and draft Deposited Order Plans
Her Majesty's Railway Inspectorate	24		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
The Office of Rail Regulation	25		Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Duchy of Cornwall	27		Discussion during 2013 including a meeting held in June 2012 Email sent November 2012 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Mayor of London	28		Written to in March 2013 with copies of Draft Order and draft Order Deposited Plans
Natural England (formerly English Nature)		1, 2	Emails sent June 2012 (briefing offered) and November 2012 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
The Theatres Trust		8	Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Covent Garden Market Authority		9	Detailed liaison and correspondence ongoing consultation/discussion in 2012 – 2013 Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
Marine Management Organisation		9	Written to in March 2013 with copies of Draft Order and draft Deposited

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
			Order Plans
Open Spaces Society		9	Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
The Georgian Society		9	Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
London Parks & Gardens Trust		9	Written to in March 2013 with copies of Draft Order and draft Order Deposited Plans
The Victorian Society		9	Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans
The Kennington Association		9	<p>Emails sent June 2012 (briefing offered) and November 2012</p> <p>Meeting held in January 2013</p> <p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p>
The Heart of Kennington Residents' Association		9	<p>Meetings throughout 2011, 2012 and 2013</p> <p>Emails sent June 2012 (briefing offered) and November 2012</p> <p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p>
The Vauxhall Society		9	<p>Emails sent June 2012 (briefing offered) and November 2012</p> <p>Meeting held October 2012</p> <p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p>

Statutory consultee	Rule 13, Schedule 5 category reference	Rule 14, Schedule 6 category reference	Consultation
London Fire and Emergency Planning Authority		11	<p>Emails sent June 2012 (briefing offered) and November 2012</p> <p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p>
Mayor's Office for Policing and Crime (formerly the Metropolitan Police Authority)		11	<p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p>
The Design Council (formerly The Commission for Architecture and the Built Environment)		15	<p>Written to in March 2013 with copies of Draft Order and draft Deposited Order Plans</p>