

Transport and Works Act 1992

London Underground (Northern Line Extension) Order

Environmental statement

Non-technical summary



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Figure 1: The Northern Line Extension



1. INTRODUCTION

- 1.1 This document presents a Non-Technical Summary (NTS) of the predicted impacts on the environment of the proposed Northern Line Extension (NLE). Full details of those impacts are contained in the Environmental Statement (ES) that URS has prepared on behalf of Transport for London (TfL). The ES accompanies TfL's application to the Secretary of State for Transport for a Transport and Works Act Order (TWAo) for the proposed NLE.
- 1.2 This NTS includes:
- A brief account of the background to the NLE project and how it relates to the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA);
 - A description of the NLE and the alternatives that were considered by TfL;
 - An outline of the Environmental Impact Assessment (EIA) process and a topic by topic summary of the potential environmental effects and the measures proposed to minimise adverse effects and maximise potential benefits; and
 - An outline of the TWAo process, including how interested parties can comment on the application.
- 1.3 The project proposes to extend the Charing Cross branch of the Northern line, from Kennington to Battersea, including an intermediate station at Nine Elms and a terminus at Battersea, close to Battersea Power Station (BPS) (see Figure 1). The extension will pass through the London boroughs of Lambeth, Southwark and Wandsworth.
- 1.4 The primary aim of the extension is to encourage economic growth through enabling the sustainable regeneration of the VNEB OA. The VNEB OA is expected to accommodate significant growth, with delivery of a high density mixed use development comprising 16,000 new homes and 20,000 to 25,000 new jobs. This will include the redevelopment of the BPS site. This level of development cannot happen sustainably without the appropriate transport infrastructure.
- 1.5 The NLE is intended to meet a number of the goals for transport in London set out in the Mayor's Transport Strategy (MTS, 2010), which include measures to:
- Support economic development and population growth;
 - Enhance the quality of life for all Londoners;
 - Improve safety and security for all Londoners;
 - Improve transport opportunities for all Londoners; and
 - Reduce transport's contribution to climate change and improve its resilience.
- 1.6 The MTS makes specific reference to the NLE, stating that the Mayor will seek longer-term enhancements and extensions 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".*

2. PROJECT OVERVIEW

2.1 The proposed NLE is the result of an extensive examination of alternative transport solutions, alternative routes and alternative locations and designs for the stations and shafts. Consultation with a wide range of stakeholders, such as the London boroughs of Lambeth, Southwark and Wandsworth, statutory consultees, and major landowners and the public, has been important in this process. A summary of this work is presented in the following sections.

Alternative Transport Solutions

2.2 The decision to extend the Northern line was taken following a review of alternative transport solutions, including:

- An extension to the Northern line, but from the Bank branch rather than Charing Cross branch;
- New extensions from the Victoria, District/Circle, Bakerloo and Waterloo & City lines;
- An automatic metro scheme between BPS and Charing Cross via Victoria;
- An extension to the Docklands Light Railway from Bank station;
- A stand-alone light rapid transport scheme;
- A cross river tram from central to south London;
- A spur from Crossrail;
- Enhancement to existing National Rail and London Overground services; and
- Improvements to bus, river transport and cycle services and facilities.

2.3 This review concluded that an extension to the Charing Cross branch of the Northern line would be the transport solution that would:

- Best meet the needs of the VNEB OA;
- Achieve the relevant goals of the MTS; and

- Also best fit the overall public transport network.

Alternative Route and Station Options

2.4 The assessment of alternative transport solutions was followed by a consideration of alternative route alignments for the NLE and alternative station locations. Four routes were considered (see Figure 2). All four route options would be connected to the existing Northern line at the Kennington Loop, a train turnaround facility on the Charing Cross branch. The four options considered were:

- Option 1 - Direct from Kennington to BPS;
- Option 2 - Kennington to BPS with an intermediate station within the Nine Elms area;
- Option 3 - Kennington to BPS via interchange at Vauxhall; and
- Option 4 - Kennington to BPS with three potential alternative location before the intermediate stations.

2.5 The route options were assessed against a range of criteria including engineering feasibility and transport and environmental considerations. The options were also subject to detailed public consultation. This work concluded that Route Options 2 and 4 were most favourable due to the provision of an intermediate station. It was considered that these options would offer a greater improvement in air quality due to a greater reduction in car and bus trips as a result of modal shift (i.e. people choosing to travel on the Northern line rather than using car or bus transport) than Route Options 1 and 3. Also, by creating new stations, Route Options 2 and 4 would provide greater opportunity to enhance the townscape around the

Figure 2: Route options



intermediate station, and especially at the intermediate station proposed for Route Option 2. More particularly, an intermediate station would significantly enhance the accessibility and regenerative benefits of the project by enabling the VNEB OA as a whole to benefit from enhanced transport infrastructure.

2.6 Although Route Option 4 resembles Route Option 2 in some respects, by placing the intermediate station in the northern part of the VNEB OA, it fails to offer the early benefits of the NLE to the existing communities to the south and east of the VNEB OA to the same degree as Route Option 2. Route Option 4 has a less accessible location for its intermediate

station, and has lower journey time savings compared to Route Option 2.

- 2.7 Route Option 2 is expected to achieve the greatest patronage (and car transfer) and the greatest relief to crowding for existing users of the Underground. Additionally, Route Option 2 performed the strongest in terms of assessed transport benefits. Route Option 2 was also identified as the most popular route with the public during the public consultations of summer 2010 and 2011, and is also supported by the London Borough of Lambeth (LBL) within which the intermediate station would be located.
- 2.8 As a result of this, Route Option 2 was carried forward to the next stage of development, where more detailed project and site specific aspects were considered.

Site Specific Options and Alternatives

- 2.9 In developing the preferred scheme design, consideration was given to a number of key components of the project:
- The optimal alignment (route and depth) of the tunnels;
 - The location and design of the two new stations, one at BPS and one at Nine Elms (broadly at the corner of Wandsworth Road and Pascal Street);
 - The location of three permanent ventilation and intervention shafts required along the route and the associated above-ground structure referred to as a head house:
 - One for the northbound tunnel in the vicinity of Kennington Green;
 - One for the southbound tunnel in the vicinity of Kennington Park; and
 - One where the running tunnels converge in the Claylands Road area.
 - The location of two temporary shafts (one for the northbound tunnel and one for the southbound tunnel) to stabilise the ground and make the connection to the existing railway on the Kennington Loop.

- 2.10 To develop a preferred alignment, a number of aspects had to be considered, including the feasibility of construction, operations and environmental perspective. The horizontal and vertical alignment of a running tunnel directly influences the quality of the train journey, and the most efficient route would be a straight line. This would be easier to construct and would also have operational advantages. However, the alignment has to be developed in the context of existing conditions, such as piling from buildings, geological conditions and the existence of other infrastructure such as water pipes and other Underground tunnels, which limits the opportunities for straight lines, although these have been included where possible.
- 2.11 The location of the stations was influenced by a number of factors, including:
- The availability of suitable land, minimising disruption and demolition, including the requirement for appropriate temporary worksites;
 - The reduction of overcrowding at Northern line stations to the south (e.g. Oval); and
 - The need to integrate the design with, whilst maintaining operational independence from, that of the over site developments (OSD - the development that will take place immediately above the two new stations).
- 2.12 The function of particular shafts dictates the broad location of each shaft. A number of alternatives were considered against a range of criteria, including constructability and availability of a suitable worksite, the amount of temporary and permanent land take and property acquisition, the amount of disruption to trees and ecology, the distance to residential properties and other receptors, and the presence of heritage and townscape constraints.
- 2.13 The proposed route, including the locations for the stations and the permanent

shafts, was also the subject of a public consultation exercise in summer 2011; the results of which, amongst other outcomes, also ultimately led to the shaft in the Claylands Road area being deleted from the proposals.

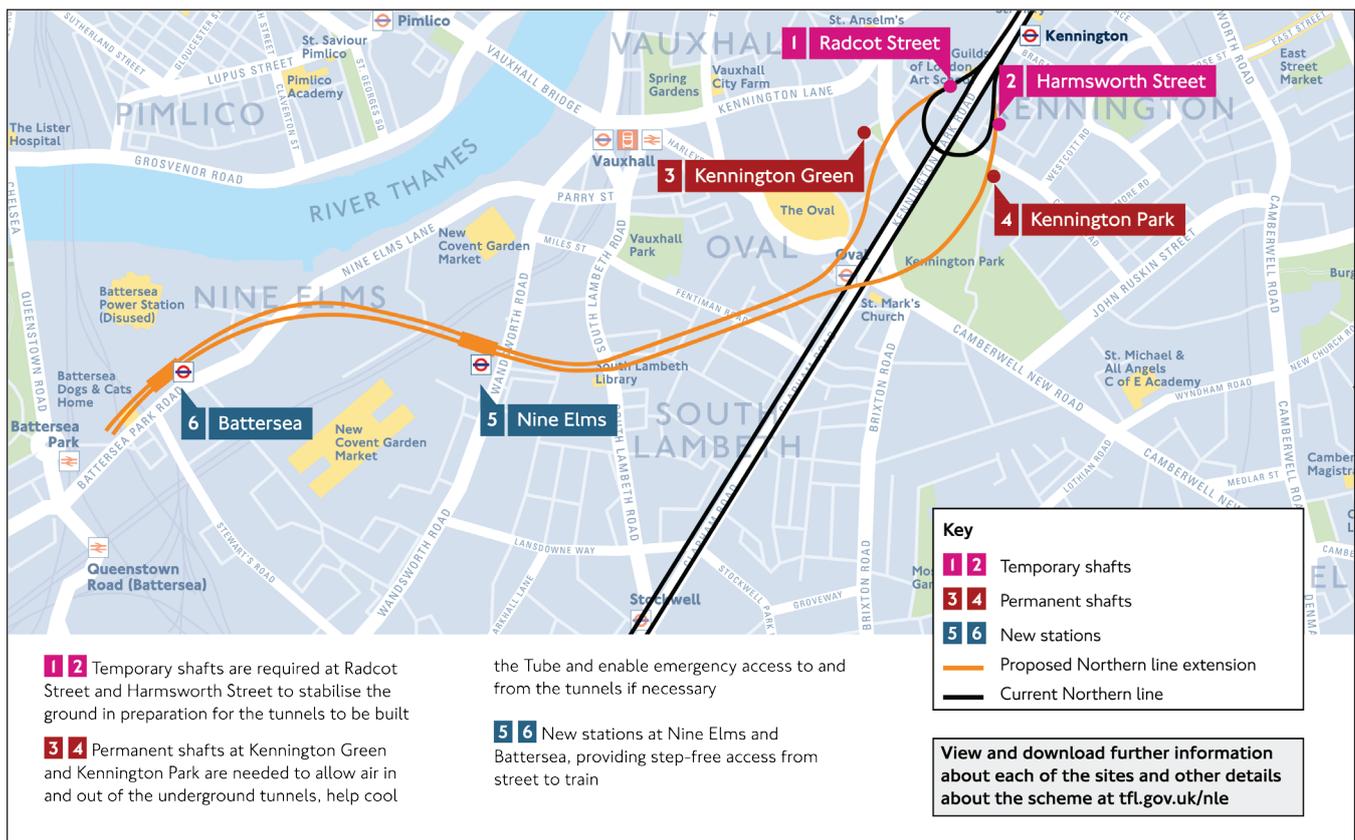
- 2.14 The deletion of this shaft was made possible by the development of an alternative fire and evacuation operational strategy, which required an increase to the internal diameter of the tunnels in order to accommodate a walkway. The other functions of this shaft will now be achieved by modifications to the proposed permanent shafts at Kennington Park and Kennington Green, as well as at Nine Elms station.
- 2.15 The location of the two temporary construction shafts was subject to consultation with local residents and businesses in autumn 2011. A number of potential sites were identified based on factors such as proximity to the Kennington Loop, availability of land and potential environmental effects.
- 2.16 Following consultation in autumn 2012, a further review of the locations of the permanent shafts was undertaken. This confirmed that the selected options remain the best available.
- 2.17 The proposed NLE therefore represents, taking into account all relevant assessment criteria, the best possible alignment to meet the project's stated aims.

3. DESCRIPTION OF THE NORTHERN LINE EXTENSION

3.1 Figure 3 illustrates the route and principal features of the NLE. 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 leave the existing railway south of Kennington station from a section of track (the Kennington Loop) used by terminating trains. It will require the construction of two tunnels (one northbound and one southbound) approximately 3,000m in length.

3.2 From the Kennington Loop the tracks diverge, with the southbound tunnel passing beneath Kennington Park, and the northbound tunnel passing beneath Kennington Road, and the southern boundary of Oval cricket ground. The tracks then converge to approximately parallel alignment to the south-east of The Oval, passing beneath South Lambeth Road and Wandsworth Road, before entering the station box for the proposed Nine Elms station.

Figure 3: The route and principal features of the NLE



3.3 After passing under the railway viaduct south of Vauxhall, the tunnels turn to a south-easterly alignment, passing under Nine Elms Lane, before entering the station box for the proposed terminus at Battersea in the southern corner of the BPS site, adjacent to Battersea Park Road.

Construction Details

3.4 The tunnels between Battersea station and the Kennington shafts will be constructed using two Tunnel Boring Machines (TBM) launched from the proposed Battersea station, which will then work eastwards towards the permanent shafts.

3.5 There are two main construction methodologies (both of which were assessed by the EIA) proposed for the tunnels between the Kennington shafts and the connections to the existing Kennington Loop that use either TBMs or sprayed concrete lining to construct the tunnels to the junctions with the Kennington Loop. One method would require temporary shafts to be constructed and the other would require gallery tunnels below ground to be constructed.

3.6 Ongoing engagement with contractors will inform the final option that is selected.

Construction Programme

3.7 Construction of the NLE is expected to last approximately 5 years. It is anticipated that tunnelling works will start during 2015, with the possible requirement of ancillary or enabling works being undertaken in advance of this. Works on the shafts in Kennington will begin in summer 2016. Services on the NLE are proposed to commence by 2020.

3.8 Works at Battersea, associated with both the station and the launch of the TBMs for construction of the running tunnels is anticipated to last for approximately 3 years and 7 months; whilst works at Nine Elms station is anticipated to last approximately 4 years and 4 months.

3.9 At Kennington Green and Kennington Park, works are likely to run for approximately 3 years and 2 months, and 3 years and 9 months respectively, depending on the chosen construction method (it would last longer without the temporary shafts). If the selected construction method requires the use of the temporary shafts, this is likely to last for approximately 2 years and 2 months at these locations.

Construction Worksites

3.10 Construction will be undertaken from a series of construction worksites situated along the route as follows:

- A site at both proposed stations: Battersea and Nine Elms;
- A site at both proposed permanent shafts, Kennington Park and Kennington Green; and
- A site at both proposed temporary shafts, Radcot Street and Harmsworth Street (only if the construction method chosen requires them).

3.11 These were selected on the basis that they would provide sufficient space for the works required in each case and with easy access to the surrounding road network and the River Thames for transportation of materials.

Battersea Station Worksite

3.12 The worksite will occupy an area of approximately 51,500m². The station and associated crossover box will be excavated; with material from this location and the running tunnels that is not contaminated largely being removed by barge via the river. This will require a conveyor across the BPS site to the existing jetty. Minor works to the jetty, as well as dredging of the existing jetty berthing pocket, may be required to allow barges to be loaded.

Nine Elms Station Worksite

- 3.13 The worksite will occupy an area of approximately 15,000m². During construction, demolition of all existing structures on the site, including buildings associated with Sainsbury's, Covent Garden Market Authority (CGMA) and Banham Security, will be required to enable excavation of the station box.

Kennington Park and Kennington Green Worksites

- 3.14 The Kennington Park worksite will occupy an area of approximately 3,000m². The Kennington Park shaft and head house will be located in the north-east corner of the park between Kennington Park Place and St Agnes Place. This will require the demolition of the lodge (referred to as Kennington Park Lodge) at this site, currently used as a community facility. Temporary replacement facilities are proposed until permanent replacement facilities are available following the completion of construction works.
- 3.15 The Kennington Green worksite will occupy an area of approximately 2,300m². The Kennington Green shaft will be located within the green itself and the head house will be located within the land owned by the Beefeater Gin distillery on the corner of Montford Place and Kennington Road. This will require demolition of the existing boundary wall. A water tank is to be provided for the distillery on land adjacent to the north-west of the distillery on Montford Place, as an accommodation work.

Temporary Construction Shafts

- 3.16 As mentioned previously, one of the possible construction methods requires two temporary shafts to be located close to the location of the junctions with the existing Kennington Loop to enable the TBMs to be dismantled and to support construction activities associated with those junctions.
- 3.17 The worksite and temporary shaft at Radcot Street (covering approximately

300m²) will serve the northbound tunnel and Harmsworth Street (330m²) the southbound.

- 3.18 Again, ongoing engagement with contractors will inform the final option that is selected.

Cross Passages at Kennington Station

- 3.19 Four new passenger cross passages (two additional between both the southbound and the northbound platforms) will be constructed at platform level in Kennington station. These will relieve potential congestion on the existing platform interchange. To carry out this work, temporary platform closures are likely to be necessary but disruption will be kept to a minimum.

Materials Management Strategy

- 3.20 The aim of the materials management strategy for the NLE is to divert as much surplus material from landfill as possible. Surplus excavated material is anticipated to be generated from the two station sites, the tunnels, the shaft sites and the connections to the existing tunnel at Kennington Loop.
- 3.21 Excavation from the proposed Nine Elms station site and the shafts in the Kennington area will be removed by road. A large proportion of excavation material from the proposed Battersea station and associated with the TBMs constructing the tunnels is anticipated to be removed by barge from the existing jetty at BPS. It is estimated that approximately 70% (by volume) of material will be removed by barge, with the remainder by road.
- 3.22 Contaminated material will be sent to a suitable site for disposal, either in a segregated barge (i.e. separate from the barges removing other excavated material) or by lorry.

Construction Traffic

- 3.23 All of the worksites have good existing access to the strategic road network. It is

assumed that access routes to worksites will be via south London, with lorries generally using the following strategic roads:

- Kennington Park Road/ Clapham Road;
- Kennington Road;
- Wandsworth Road; and
- Nine Elms Lane/ Battersea Park Road.

3.24 There are no strategic road closures planned; however there will be temporary closure of the northbound bus lane on Kennington Road during works associated with the permanent shaft at Kennington Green. Temporary closure and traffic controls will be used for activities such as the delivery and removal of TBMs.

3.25 The temporary shafts required under one of the possible construction methods will require the temporary closure of Radcot Street and Harmsworth Street.

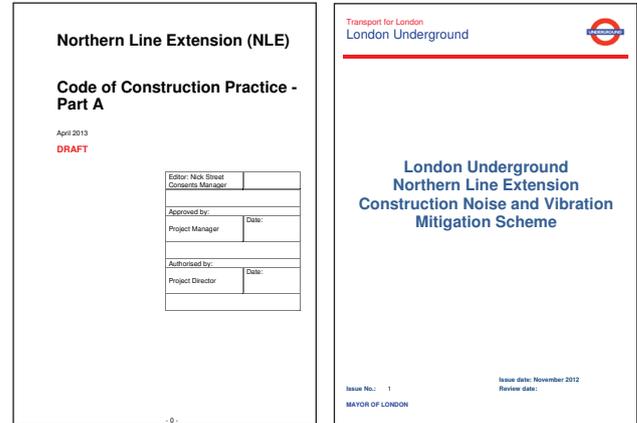
Code of Construction Practice (CoCP) and Noise Mitigation

3.26 The CoCP is included in Volume II of the ES and sets out the standards, procedures and measures to protect the environment that will be adopted during the construction of the NLE. It covers environmental and public health, and safety aspects of the project that may affect local residents, businesses and the surroundings. The CoCP outlines mitigation measures and the environmental principles to be followed on site.

3.27 Normal working hours for above ground works are planned to be from 0800 to 1800 on weekdays (excluding Bank Holidays) and 0800 to 1300 on Saturdays. Activities such as maintenance, site briefings, meetings and training will take place for up to one hour before and after these times. Non-disruptive preparatory work, repairs and maintenance may be carried out on Saturday afternoons or Sundays between 1000 and 1600. Tunnelling activities would require continuous working hours over a period of up to 22 months.

3.28 In addition to this, TfL's NLE Construction Noise and Vibration Mitigation Scheme document sets out measures to provide noise insulation and temporary rehousing as mitigation in certain cases.

Figure 4: Project specific construction mitigation



Operational Details

Battersea Station

3.29 The proposed terminus at Battersea is located south of BPS, parallel to Battersea Park Road. A visualisation showing the above ground elements of the station is provided in Figure 5 and an illustrative section is shown in Figure 6. Pedestrian access to the station will be from Battersea Park Road and will be at street level via a free standing entrance pavilion.

3.30 As shown in Figure 5, the design of the station will be fully integrated with the proposed redevelopment of BPS, which will eventually accommodate nearly 4,000 homes with new shops, restaurants, cafes and bars, offices, hotel and conference facilities, community facilities and a new riverside park. The station will be located at the southern end of the retail street, known as the 'High Street', set back from Battersea Park Road.

3.31 The illustrative landscape masterplan for the station is shown in Figure 16a, at the end of this document.

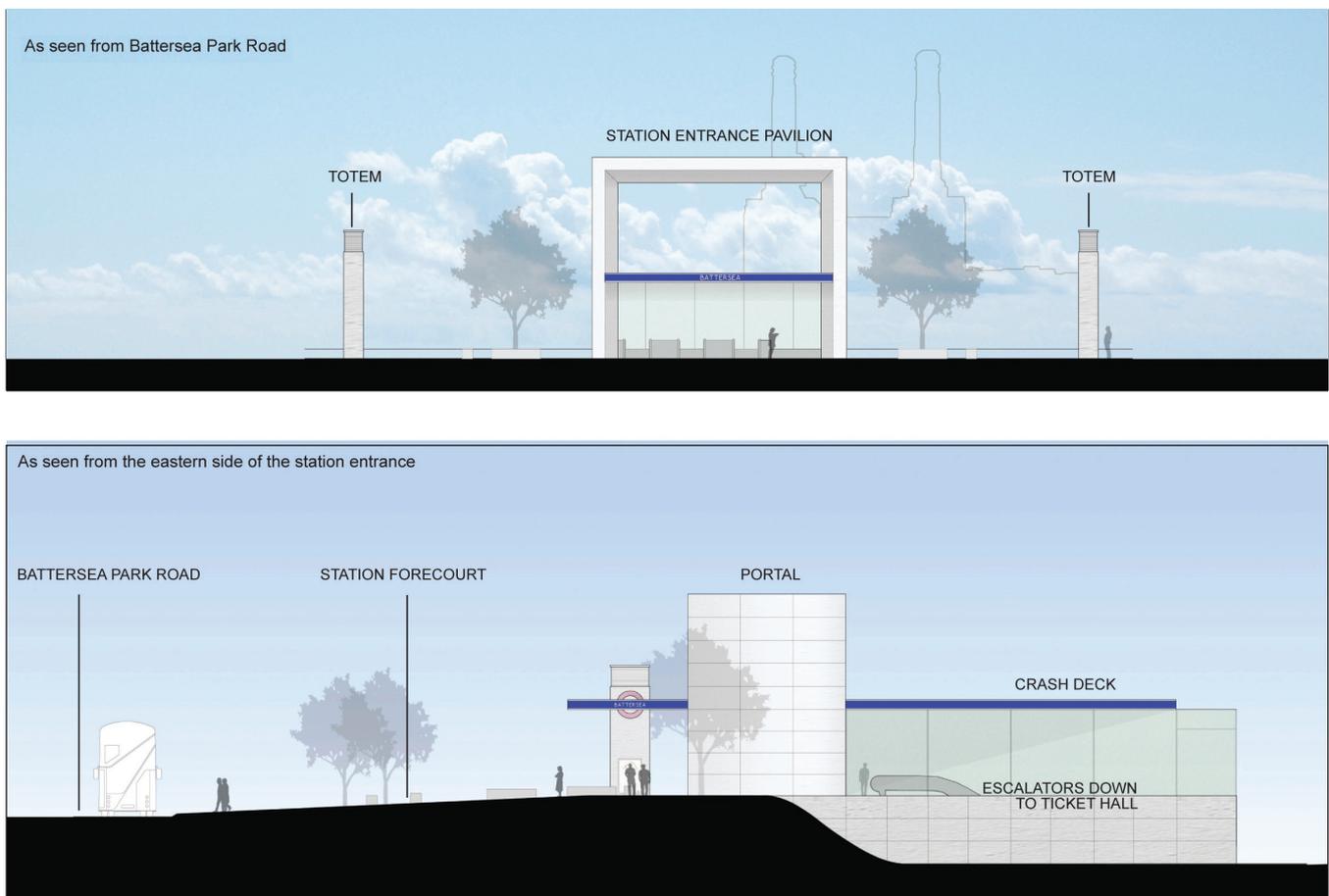
Nine Elms Station

3.32 The proposed intermediate station at Nine Elms is located on Wandsworth Road

Figure 5: Visualisation of Battersea station with massing of the OSD (facing north-east from Battersea Park Road)



Figure 6: Illustrative sections of Battersea station



within the southern part of the existing Sainsbury's car park. The station will have a street level ticket hall with entrances from Wandsworth Road and Pascal Street. A visualisation is shown in Figure 7 and an illustrative section is shown in Figure 8.

3.33 A new pedestrian walkway will be created to the north of the station as a continuation of the pavement on Pascal Street. This

will connect to the emerging CGMA development and beyond. The illustrative landscape masterplan is shown in Figure 16b, at the end of this document.

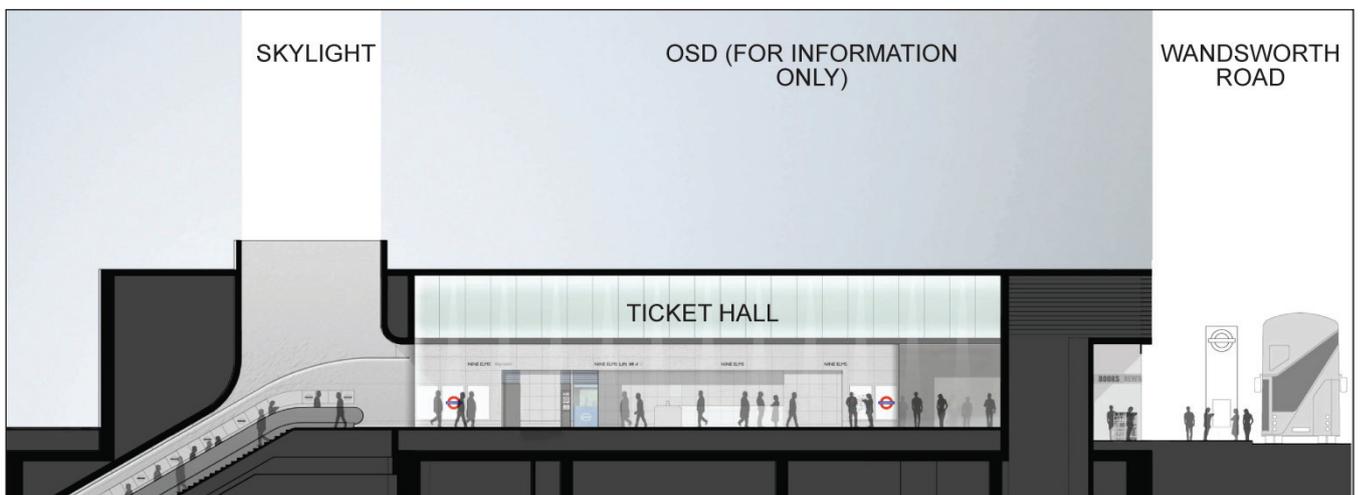
Kennington Park and Kennington Green Shafts and Head Houses

3.34 The permanent shafts at Kennington Park and Kennington Green are required to provide general tunnel cooling, ventilation,

Figure 7: A visualisation of Nine Elms Station (facing north-east on Wandsworth Road)



Figure 8: Illustrative section of Nine Elms station



smoke control and emergency intervention to the tunnels.

- 3.35 At Kennington Green, the head house will provide approximately 270m² of space for ventilation and intervention and maintenance access. In addition, the head house will provide at least 45m² of external louvres to allow for main tunnel ventilation.
- 3.36 The materials have been selected to reflect the adjacent properties, with the proposed walls to comprise London Stock brick. The scale and massing of the structure relates to the proportions of the existing houses on the Green, with building of residential proportions, a smaller top storey and a set back roof. Images of the functionality and appearance are provided in Figures 12 and 13.
- 3.37 At Kennington Park, the head house will provide at least 45m² of external louvres to allow for main tunnel ventilation,

and a replacement community facility (81m²) and outdoor garden space. It will also incorporate provision for a traction substation below ground to provide power to the railway. Images showing the functionality and appearance are provided in Figures 14 and 15.

- 3.38 Illustrative landscape masterplans for these permanent shafts are shown in Figure 16c-d at the end of this document.

Operational Details

- 3.39 Trains from the Charing Cross branch will serve the NLE with an initial operation service frequency that will provide 16 trains per hour (tph) increasing to up to 28tph in each direction at peak times by 2031, with a journey time of 5-6 minutes between Kennington and Battersea stations.

4. THE ENVIRONMENTAL IMPACT ASSESSMENT PROCESS (ASSESSING THE ENVIRONMENTAL EFFECTS)

Requirement for an Environmental Impact Assessment

- 4.1 Many development proposals by virtue of their size, location and/or subject matter must have their environmental effects assessed and reported. This applies to the NLE. The assessment assists the development of the project by ensuring that it is designed to limit any adverse effects and maximise positive effects on the surrounding community. It also helps decision makers, in this case the Secretary of State for Transport, to understand the environmental effects of the NLE, before deciding whether to give consent for the scheme to proceed.
- 4.2 The way that environmental effects should be assessed is defined by law and guidance and these requirements have been followed for the NLE. Applications for a TWAO must follow the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 and an EIA has been undertaken and an ES prepared and submitted to accompany the TWAO Application.
- 4.3 The EIA process is essentially a systematic procedure, using the best practicable techniques and best available sources of information, to determine the potential impacts of a proposed development (both positive and negative) and their significance. It also provides an opportunity for public scrutiny. This enables the importance of predicted environmental effects to be evaluated by the Secretary of State to ensure an informed decision on the application.
- 4.4 The purpose of the EIA is threefold:
- To predict environmental effects and their significance;
 - To identify means of reducing effects (i.e. the inclusion of mitigation); and
 - To describe the remaining ('residual') effects after mitigation.
- 4.5 The scope of the EIA was established through the production of two EIA Scoping Reports (in 2010 and 2011, with the second being route specific). The following issues were subsequently assessed in the EIA:
- Traffic and transport;
 - Socio-economics;
 - Archaeology and built heritage;
 - Noise and vibration;
 - Air quality;
 - Electromagnetic compatibility;
 - Surface water resources and flood risk;
 - Land quality and groundwater;
 - Ecology;
 - Townscape and visual amenity; and
 - Climate change adaptation and mitigation.
- 4.6 The results of the EIA are reported in detail in the ES which identifies and assesses the likely significant environmental effects of the NLE in relation to both demolition/ construction and operational phases. The results are summarised in this NTS.
- ### Mitigating Adverse Effects
- 4.7 Where significant adverse environmental effects are anticipated, mitigation measures have been identified to offset or reduce the effect. This includes changes to the scheme design, mitigation through controls during demolition and construction (normally set out in the CoCP) and mitigation through operational management. Where possible, measures have also been introduced to achieve a greater environmental benefit.

5. SUMMARY OF ENVIRONMENTAL EFFECTS

- 5.1 This section of the NTS presents a topic by topic summary of the key findings from the EIA.

Traffic and Transport

- 5.2 This assessment considers the impact of the NLE on the highway, public transport and pedestrian and cycle networks both during construction and operation.

Construction

- 5.3 During construction, impacts on the public transport network will be minimal. Around six short-term closures of the Kennington Loop will be required resulting in a reduced service frequency on both branches of the Northern line. Additionally, there will be some limited disruption to interchange at Kennington station for a short period of time during the construction of the new cross passages.
- 5.4 Closure of part of the bus lane on Kennington Road during works at Kennington Green will not significantly impact bus operations as two-way traffic can be maintained.
- 5.5 Adverse effects will also occur on the highway network, and for parking, cyclists and pedestrians.
- 5.6 Additional traffic generated by construction will result in two already busy junctions becoming busier – namely the junction of Kennington Park Road with Kennington Park Place and the junction of Wandsworth Street with Pascal Street. This effect will only last for around six months in total and will be mitigated by careful management of construction traffic at these locations.
- 5.7 Access to and from the construction sites via the major road network is good and the only minor road closures would be at Radcot Street and Harmsworth Street

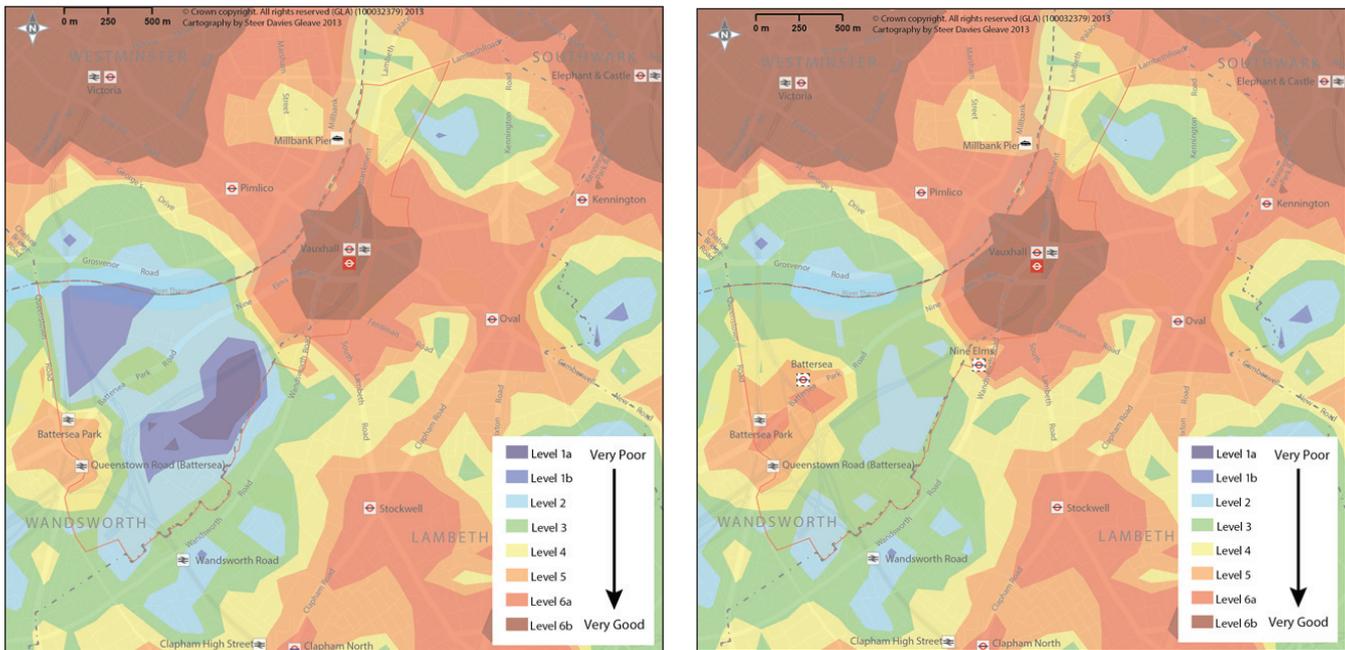
should this method be chosen. This would only affect local traffic.

- 5.8 A number of on-street parking spaces will be lost temporarily around the shaft and Nine Elms station worksites during construction. This is considered to be an adverse effect; however sufficient alternative provision is available nearby.
- 5.9 The adverse effect on cyclists as a consequence of increased lorry movements generated during construction will be mitigated by the provision of alternative routes, ensuring high fleet safety standards and raising awareness of cycling safety amongst both the cycling community and contractors in line with TfL guidance.
- 5.10 Pedestrian footway closures are limited. Signage directing pedestrians to alternative nearby routes will be provided and traffic marshalling if necessary.

Operation

- 5.11 Public transport accessibility across the VNEB OA will be transformed with the NLE, particularly in the western and central parts of the OA around the two new stations. Figure 9 illustrates the major beneficial effect the NLE will have on public transport accessibility levels (PTALs) in comparison with the existing situation. This will make the area more characteristic of central London and provide existing and new communities with better public transport choices.
- 5.12 The NLE will generate a forecast increase in passenger flows, particularly on the Charing Cross branch of the Northern line. This is within the future capacity of the line and will not result in detrimental impacts on either the Northern line or the wider network. Improvements in general journey times to and from the OA will have a major beneficial effect on public transport users overall.

Figure 9: Current PTAL (left) and forecast PTAL with the NLE, 2031 (right)



5.13 Improvements to cross-platform interchange at Kennington station will also have a beneficial effect on the operation of this station as it will operate at a more efficient level than it would without the NLE. The congestion relief provided at Vauxhall station as a result of the demand that is transferred from this key station to the NLE will also have a beneficial effect.

5.14 Enhancements to the pedestrian and cycling environments will occur both directly as a consequence of the NLE and indirectly as a consequence of the additional development that will be enabled in the OA. New cycle parking facilities will be provided at both new stations, and access from the surrounding area to the new stations will be improved through the opening up of new routes. Improved footways, cycle paths, signage and lighting will be provided as part of the wider OA development.

5.15 Whilst the traffic generated by the development enabled in the OA will result in congestion on the highway network, the impact will be limited and concentrated around the BPS site. This traffic is not a direct result of the NLE, but rather as a consequence of the additional development that will be enabled by the NLE.

Socio-Economics

5.16 The findings of the socio-economic assessment can be summarised as follows:

Employment

5.17 During construction, the NLE will generate an estimated net 1,035 jobs per annum, 901 of which are estimated to be supplied direct from within Greater London. This is considered to represent a minor beneficial effect on the Greater London economy.

5.18 During operation, it is estimated that the total net employment for the NLE will be 134 employees, of which 117 will be from Greater London.

5.19 More significantly, longer term benefits will be realised during the operational phase. Direct employment opportunities will be created by the NLE with additional employment creation arising from induced and indirect impacts.

Open Space

5.20 The construction of the Kennington Green and Kennington Park ventilation shafts will require the cordoning off of the green and part of the park for the duration of

the construction works, resulting in the temporary loss of this area of open space.

- 5.21 Given that most of Kennington Park will remain available for use during construction, and its proximity as an alternative area of open space for users of Kennington Green, the temporary loss of open space is considered to represent a minor adverse effect.
- 5.22 However these areas will be returned to use as open space following completion of the works. The reinstated open space will be of greater design quality than at present (see Figures 10 and 16). Once operational, the effect on open space is considered to be beneficial.

Impact on Existing Businesses – Banham Security, CGMA, Tropical Catering, Sainsbury's and Battersea Dogs and Cats Home (BDCH)

- 5.23 The construction of Nine Elms station will require land currently occupied by Banham Security, Tropical Catering and Covent House, the head office of CGMA. These occupiers will require new premises to operate from for the duration of the construction works. It is assumed that Banham Security would seek to relocate to an alternative location and that CGMA would seek to relocate their head office to an alternative location within the wider CGMA site, likely to the north of the construction worksite.
- 5.24 The construction of Nine Elms station will also require careful phasing so that it is integrated with the Sainsbury's development on the adjacent land.
- 5.25 At the Battersea station site, works will require a short-term use of land within the BDCH site in order to construct the overrun tunnels. Temporary accommodation will be provided.
- 5.26 TfL will work with each affected landowner to ensure that the best solution can be found to minimise impacts on their

business operations such as potential relocation and phasing of NLE works, or any compensation required under the statutory compensation code. However, the displaced businesses are likely to experience some disruption and inconvenience as part of the relocation process and, for that reason, the NLE is likely to result in a minor adverse effect during construction.

Impact on Existing Businesses – Beefeater Gin Distillery

- 5.27 Construction will require the temporary occupation of part of the distillery's yard area, temporary reconfiguration of the vehicular and pedestrian access arrangements from Kennington Green and the provision of certain mitigation measures. These will ensure the safe co-existence of the head house building with its plant/ventilation equipment and the distillery's operations (including the water tank) such that the effects on the distillery's business will be negligible.

Community Facilities

- 5.28 Kennington Park Lodge will be demolished as a result of the construction works. The lodge is currently used by community organisations who will need to be relocated. New temporary replacement buildings for the occupiers have been proposed by TfL nearby within Kennington Park and will be constructed prior to demolition of the lodge.
- 5.29 Once construction of the shaft is complete, a new head house and community building will be built to replace and expand the existing functions of Kennington Park Lodge resulting in minor beneficial effects.

Wider Socio-Economic Effects

- 5.30 The NLE is the catalyst for delivering up to 5,500 additional residential units and 14,000 additional jobs in the OA compared to what would happen if the NLE was not built. This is a significant share of the London Plan targets and of the Boroughs'

Figure 10: Model of proposed open space improvements, landscaping and head house design in Kennington Park



housing targets. In London Borough of Wandsworth's case, the VNEB OA is critical to delivering its housing target. As well as the overall positive economic effect on the VNEB OA, the NLE will serve Greater London through:

- Improving access to employment opportunities for residents; and
- Improving connectivity between employment areas.

Archaeology and Built Heritage

5.31 Parts of the NLE lie within or adjacent to the following designated heritage assets:

- The head house above the southbound tunnel is located in the northern edge of Kennington Park, a Grade II listed Registered Park and Garden. The lodge building is not listed;
- Although none of the sites of above ground works contain listed buildings, they are within the setting of a number

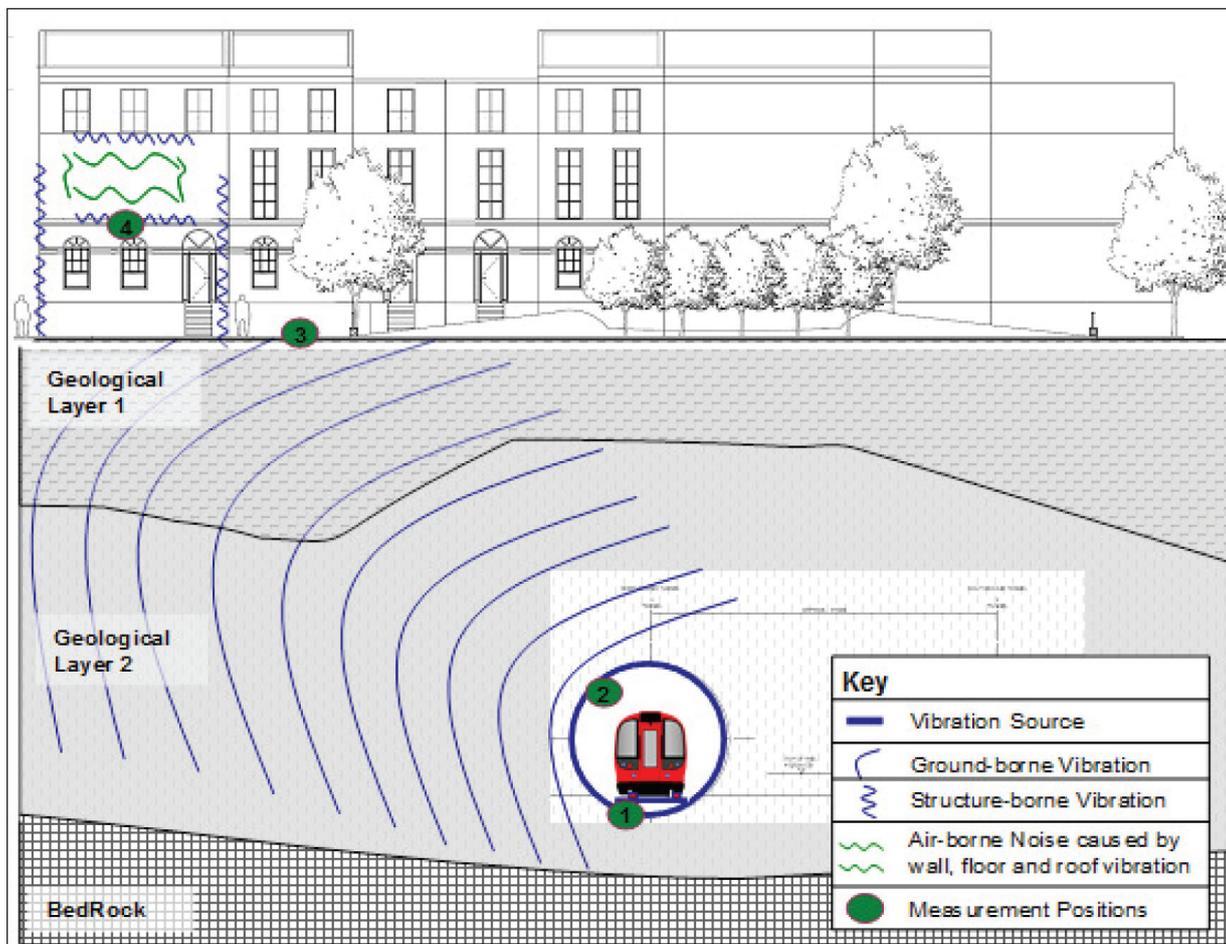
of listed buildings of high sensitivity. The Radcot Street temporary shaft is within the Kennington Conservation Area. The works at Kennington Park are within the St Mark's Conservation Area, Kennington Park and a number of listed buildings of high sensitivity. The works at Kennington Green are within the Kennington Conservation Area, Kennington Green and a number of listed buildings of high sensitivity. The Nine Elms station site contains 19th and 20th century industrial buildings of low to moderate sensitivity. The Battersea station site is within the setting of the Grade II* listed BPS and a locally listed building (Whittington Lodge) of medium sensitivity;

- Kennington station, where new passenger cross passages are proposed, is Grade II listed; and
- The northern sections of the proposed route (northbound and southbound) cross two Archaeological Priority Areas

(APA) in Lambeth. The southern section of the proposed route (northbound and southbound) crosses an APA in Wandsworth.

- 5.32 Archaeological potential is varied across the six sites. The potential for agricultural remains ranges from uncertain at Kennington Park and low to moderate at Harmsworth Street, Radcot Street and Kennington Green with a corresponding very low to medium sensitivity. The archaeological potential for prehistoric and Roman remains ranges from unknown/uncertain at Harmsworth Street, Radcot Street, Kennington Park and Nine Elms station to low at Battersea station with a corresponding low to high sensitivity depending on date, nature, extent and preservation. Kennington Green and Nine Elms station have low to moderate potential for remains of late 18th / mid-19th century buildings and railway features which are considered to be of low sensitivity, and the potential for 20th century remains of railway features and buildings at Battersea station is high but with a low sensitivity. Geo-archaeological and palaeo-environmental remains at Nine Elms and Battersea stations are considered to be of moderate and high sensitivity respectively and of medium sensitivity. Finally, there is a high potential for remains of the Vauxhall Water Works reservoir to be present although the sensitivity of such remains is considered to be low, and a moderate potential with medium significance of riverside structures and organic remains to be present at the Battersea station site.
- 5.33 Adverse effects on buried heritage assets will be avoided or reduced to an acceptable level resulting in negligible residual effects through a programme of mitigation described in a Written Scheme of Investigation, (such as preservation by record and archaeological watching brief) as set out in the CoCP.
- 5.34 Overall, it is believed that these targeted archaeological investigations could increase the archaeological understanding of the area.
- Noise and Vibration**
- 5.35 Noise and vibration from the NLE can arise from the following sources:
- Construction (including demolition, excavation, construction plant including tunnel boring and lorry movements);
 - Operational train movements (groundborne noise and vibration); and
 - Operational vent shaft and station emissions (surface noise).
- 5.36 Noise and vibration surveys were undertaken to establish the baseline conditions at the receptors which are closest to potential noise sources along the proposed route.
- 5.37 Without mitigation, construction noise from the surface sites is predicted to produce significant effects for receptors close to the construction sites. Mitigation measures have been identified that could be used to reduce construction noise levels as much as possible.
- 5.38 The effects of construction vibration are not predicted to be significant.
- 5.39 The surface demolition and construction programme and activities will be discussed with the relevant local authorities once a contractor has been appointed. Such details for all surface demolition and construction activities will be set out in Section 61 (of the Control of Pollution Act 1974) application(s) submitted by the appointed contractor for consent to conduct construction activities in advance of their occurrence.
- 5.40 The use of the Section 61 process will ensure, where practicable, that works are carried out on site to stay within predetermined noise limits.

Figure 11: Potential for groundborne noise effects



5.41 There may be exceptional circumstances where it is not practicable to stay within the construction noise thresholds. In such cases, the measures set out within the NLE Construction Noise and Vibration Mitigation Scheme would be implemented to provide further mitigation.

5.42 These measures will ensure that noise from surface construction activities will not be significant.

5.43 Groundborne noise due to tunnel boring activities is predicted to cause an adverse effect. However, it is difficult to provide mitigation for such activities and the expected durations will be short (no more than a few days).

Operation

5.44 Without mitigation, the operational groundborne noise levels have been predicted to result in adverse effects that

could cause disturbance to properties above the route (as shown in Figure 11). However, to reduce the effects of the groundborne noise, it has been assessed that the use of a vibration isolating track form would provide appropriate levels of noise reductions. This method was previously used on the Jubilee Line Extension and is predicted to reduce the groundborne noise levels such that the effect will be negligible, consistent with other modern metro systems. This also has the effect of reducing the operational groundborne vibration effects to negligible for both the day and night.

5.45 Operational noise from fixed installations at stations and ventilation shafts has been predicted to be negligible when the tunnel ventilation fans meet a specific design criteria.

Air Quality

- 5.46 Impacts to air quality can occur through the release of dust (including particulates known as PM₁₀ and PM_{2.5}) and the emissions from construction plant and lorry movements during demolition and construction. During operation, particulates could also be released through the ventilation shafts.
- 5.47 The current air quality baseline shows that each of the boroughs is within an Air Quality Management Area (AQMA) due to existing concentrations of particulates and nitrogen dioxide (NO₂).
- 5.48 Through the application of on-site management practices identified in the CoCP, effects during construction will be minimised to minor adverse for dust deposition rates and negligible for PM₁₀. Road traffic emissions from construction traffic are also predicted to have a negligible effect on local air quality.
- 5.49 For the majority of the time, emissions from the NLE ventilation shafts will occur passively, as the ventilation strategy is designed to operate without mechanical assistance under normal operating procedures. Under certain circumstances (e.g. during testing of the fans or when temperatures reach certain levels), fans will be operated in order to purge air from the tunnels. To limit potential impacts from vent shaft emissions, the design will incorporate measures to manage emissions (such as orientation and flue size) so that any effects on local air quality are reduced to a negligible level. Furthermore, the air quality of the Underground is monitored regularly in order to ensure that no hazardous levels of gases and particulates occur.

Electromagnetic Compatibility

- 5.50 Standard guidance and site specific control plans will be employed to ensure that there are no adverse effects on sources of radio frequency such as mobile communication

masts, or to human health from the introduction of electromagnetic sources.

Surface Water Resources and Flood Risk

- 5.51 The only surface water course that could potentially be affected by the NLE is the River Thames and through the application of on-site management practices identified in the CoCP, effects during construction will be minimised to a negligible level.
- 5.52 A Water Framework Directive preliminary assessment was undertaken and concluded that, due to the limited intrusive works associated with dredging and jetty works at BPS, the current 'Moderate' ecological potential classification will not be impacted.
- 5.53 Any pollution arising from the operation of the NLE, such as leaks/spillages of fertilisers and pesticides within landscaped areas, or contamination from in-situ materials is also predicted to have a negligible effect.
- 5.54 The risk of tidal, river, groundwater, surface water and overland flow flooding is considered to be low. The runoff from the NLE sites will drain into the Thames Water Utilities Limited (TWUL) public sewer system. A reduction to the flood risk in the TWUL combined sewers will be achieved by reducing the rate and volume of storm water discharge entering the system.

Land Quality and Groundwater

- 5.55 This assessment considers the ground conditions and geology on which the project will impact and the resultant effects this could cause in terms of ground movement (settlement) and effects upon groundwater and subsequent users. The assessment also considered the potential presence of unexploded ordnance that could be present from the Second World War.
- 5.56 Current UK guidance on the assessment of land contamination and associated risks to both human health and the environment

Figure 12: Operational function of the Kennington Green shaft and head house

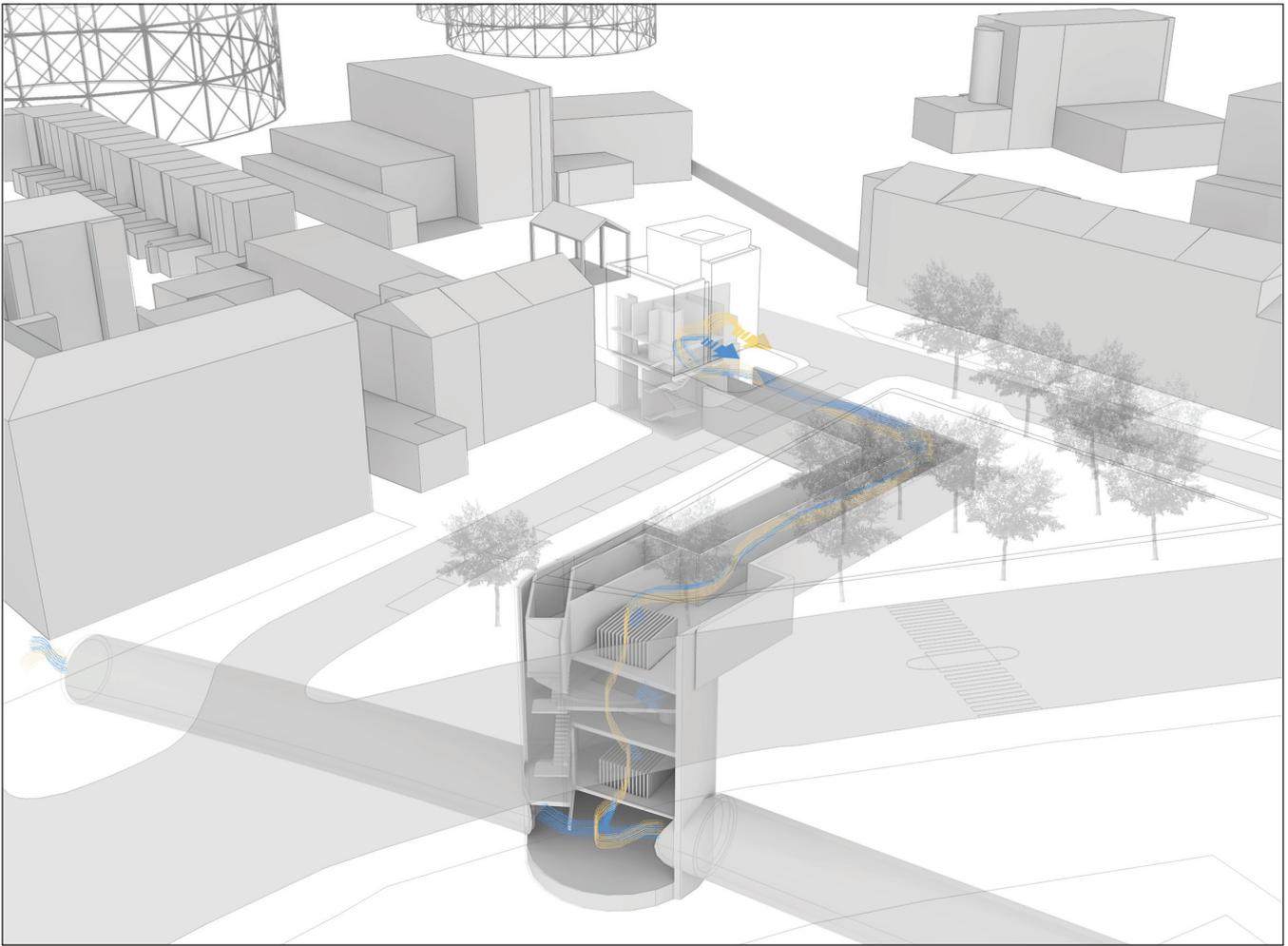


Figure 13: Visualisation of Kennington Green head house and open space improvements (looking north-west from Kennington Road)



Figure 14: Operational function of the Kennington Park shaft and head house

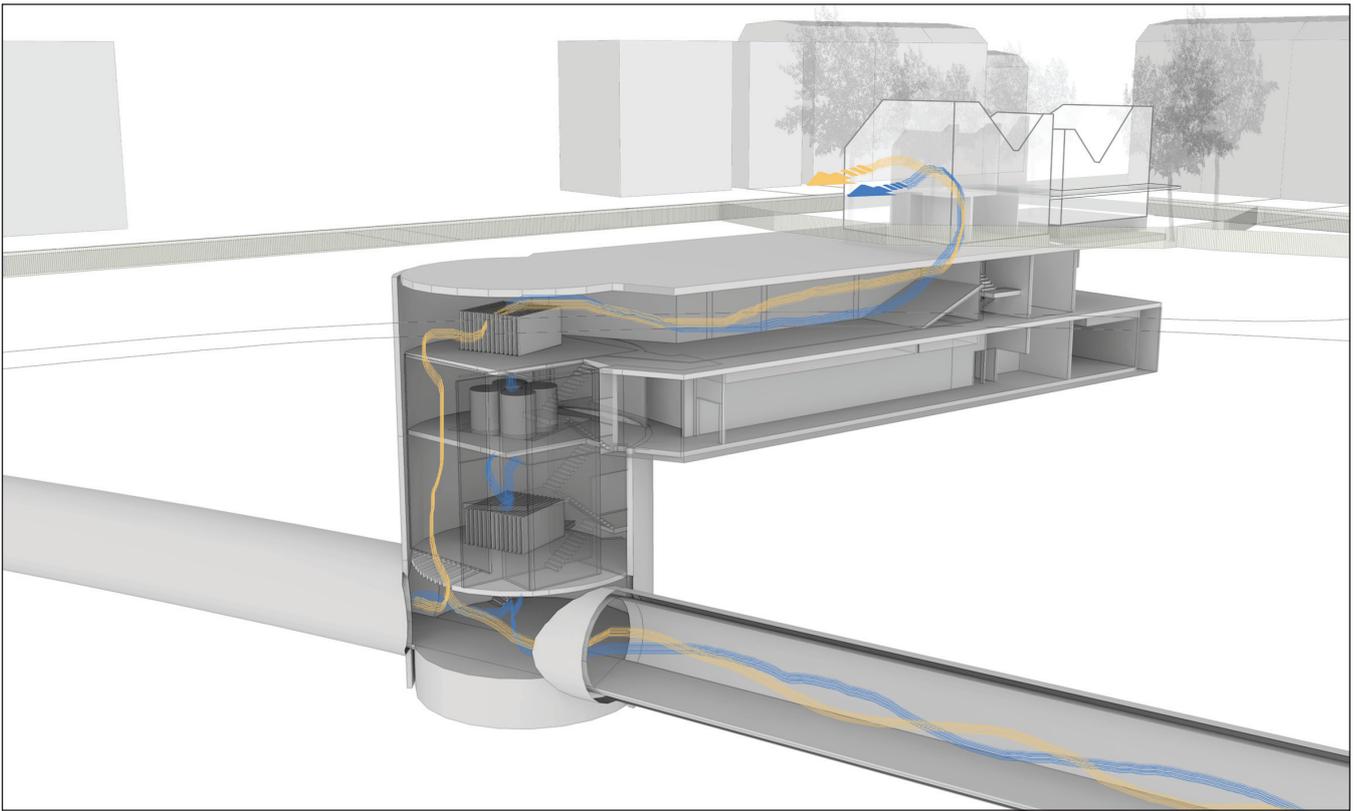


Figure 15: Visualisation of Kennington Park head house and community facility (looking west from Kennington Park Place)



advocates the use of a particular risk assessment, known as a conceptual site model (CSM). A CSM approach has been used to inform the assessment undertaken, the elements of which can be explained as follows:

- Sources may include contamination from existing and historical site uses or contamination introduced by the construction works such as from vehicles or spillages. The presence of contaminants does not automatically imply that a contamination problem exists, since the contamination must then have a 'pathway' to a receptor - as described below;
- Pathways could be opened up or introduced by the works, for example the construction of shafts and tunnels or opening up pathways through piling into the ground to support structures and works; and
- Receptors considered include workers involved in construction, below surface groundwater, features connected to groundwater such as the River Thames and users who may abstract from the groundwater using boreholes, including TWUL who abstract drinking water.

5.57 The nature of underlying geology (London Clay) and depth of works means that this will act as a natural barrier to movement of pollution in some areas of the works. The NLE has a substantial number of embedded measures for the protection of groundwater resources incorporated into the CoCP. These include, but are not limited to, the adoption of appropriate piling techniques which may be needed to prevent opening a connection pathway for pollution to reach groundwater. Where required, remediation of existing localised contaminated hotspots as a component of construction works could be required, including risk assessments. As set out in the CoCP, suitable personal protective equipment PPE and site controls will

be in place during construction, with ventilation and dust suppression plans implemented as required. Ground-gas monitoring will be undertaken, and suitable unexploded ordinance risk assessment and management plans will be incorporated to emergency procedures. Any contamination identified will be transported off site, either to be treated, or disposed of at a suitably licensed landfill.

- 5.58 Ground settlement as a result of the NLE has the potential to affect a range of buildings directly above and along the route of the NLE. However, the extent of effects will depend on the construction methodology, the distance of above ground buildings from the excavation works and specific ground conditions encountered under the various sensitive receptors. Mitigation measures will be implemented to reduce any ground settlement effects as far as reasonably practicable. It is anticipated that ground settlement will largely be avoided or reduced through the use of TBMs and also through injection of a substance known as grout, which stabilises the ground affected by tunnelling works. Further mitigation measures may be needed, including strengthening the structure of affected buildings, installation of a physical barrier between the foundation of the affected building and tunnel to reduce ground movement and diversion or replacement of locally existing services.
- 5.59 With the suggested construction mitigation measures applied, and following best practice guidance, the residual effects from construction due to contaminated ground or groundwater, or ground settlement are considered to be negligible.
- 5.60 No contamination specific mitigation measures (except potential monitoring) are considered necessary during the operational phase of the NLE beyond regular inspection and maintenance of infrastructure to ensure that no pathways to underlying soil, groundwater or surface water occur as a result of disrepair.

Ecology

- 5.61 The ecological interest at each of the construction sites was established through baseline desk studies and field surveys. This established the following:
- The Battersea station site has low ecological value, consisting mainly of hardstanding and disturbed bare ground. The conveyor belt carrying spoil from the station box to the jetty will be elevated across similar site conditions. The site is considered to have limited foraging habitat for Black Redstarts or bats;
 - The jetty works will require some dredging in the River Thames, which is designated as a Site of Metropolitan Importance for Nature Conservation. No direct loss of inter-tidal or mudflat habitat is anticipated, although there may be some temporary loss of sub-tidal habitat. This is expected to revert back to its natural state once the barge movements cease. Effects on fish are considered to be minor;
 - The Nine Elms station site is largely comprised of buildings and hard standing areas with a few scattered trees throughout the site, and is considered to be of low ecological value;
 - Although Kennington Park is designated as a Site of Local Importance for Nature Conservation, the worksite will occupy an area largely comprising low quality amenity grassland considered to have low ecological value. The worksite will, however, require the loss of some trees, which do provide some local biodiversity value;
 - Kennington Park is considered to be locally important for foraging and commuting bats, which could potentially be disturbed by any night-time works during the bat activity season. However, any such disturbance would be temporary and would not lead to the severance of any commuting route, and would not affect the ability of the local bat population to commute and forage within the local area;
- The Kennington Green worksite comprises an area of low quality amenity grassland considered to have low ecological value. The works will, however, require some loss of trees, which do provide some local biodiversity value; and
 - The temporary shaft sites are considered to have negligible ecological value.
- 5.62 The CoCP includes control measures that must be adhered to during construction to safeguard habitats from damage and degradation and to avoid killing, injury or disturbance to protected species. Together these measures will ensure that the effect on designated sites and habitats and protected species is negligible.
- 5.63 In accordance with London Underground's Biodiversity Action Plan, TfL will seek not only to replace habitats lost during construction, but will seek to enhance the biodiversity value of the worksites. This will include the incorporation of a green roof on the new head house and community building at Kennington Park.
- 5.64 The planting and landscaping strategy for Kennington Green and Kennington Park is shown in Figure 16c-d.

Townscape and Visual Amenity

- 5.65 This assessment considers the impacts of the construction and operation of the NLE on the character of the area surrounding each worksite and on people's views.
- 5.66 The study area is characterised by dense urban development, crossed by roads and railway lines and with the River Thames to the north. Land use is typically residential with pockets of commercial, industrial, retail and open space. The scale of development is modest with most buildings between two and six storeys in height. The area's past is reflected in the historic pattern of streets leading north towards central London.

Many of the older parts are designated as conservation areas. Views within the study area are largely contained by built development with longer, linear views available along roads and across the River Thames.

Construction

- 5.67 Adverse effects will mainly occur during construction, although these would be temporary. It will be necessary to remove existing hard surfacing, vegetation and buildings within the worksites to enable the construction of the NLE. Construction will be carried out in accordance with the CoCP and additional measures will be considered at the detailed design stage to reduce the effects further.

Operation

Temporary Construction Shafts

- 5.68 On completion of the works, the road surface and pavements at Radcot Street and Hamsworth Street will be restored and new trees planted to replace those that may be removed during construction. The character of the townscape and views will be restored and the effect will be neutral.

Kennington Park

- 5.69 The northern boundary of the park will be restored following construction with an avenue of London Plane trees set within meadow and amenity grass and new metal railings to the boundary with Kennington Park Place. The new head house and community buildings will be located in the north-eastern corner of Kennington Park, replacing the existing Kennington Park Lodge and garden. A new physical connection will be formed between the new buildings and Kennington Park to the south. The buildings will be contemporary in design and linked by a pergola. The garden will be planted with a range of trees, ornamental shrubs and climbing plants to integrate the buildings

with their setting. As the plants mature, the overall effect will be to enhance the townscape and views. Overall, there will be a localised improvement in the quality of the townscape and views.

Kennington Green

- 5.70 A new head house building, constructed in brick, will contribute to the enclosure of Kennington Green and will be similar in proportion to the surrounding Georgian houses.
- 5.71 The restoration of Kennington Green will result in a significant enhancement to the townscape. A high quality public realm scheme will surround the Green, which will be planted with new trees and shrubs, enhancing the setting of the surrounding listed buildings. There will be significant improvements in the townscape and in the majority of views.

Nine Elms Station

- 5.72 The station portal building will form a focus of activity and views at the junction of Pascal Street and Wandsworth Road, replacing a cluttered and bland townscape. Extensive improvements to the public realm along Pascal Street, including an avenue of street trees, will further enhance the townscape. This will also provide a new physical connection with the neighbouring VNEB area via a link beneath the railway viaduct. The overall effect on the character of the townscape and views will be beneficial.

Battersea Station

- 5.73 A new station entrance portal will be located adjacent to Battersea Park Road. It will be set within a wide, high quality public realm lined with trees and extending along the street. The station will form a focus of activity and its slight elevated position will make it prominent in local views. The removal of the existing hoarding will open

up views of the Grade II* listed former BPS and industrial buildings. Overall, there will be a significant improvement in the quality of the townscape and views locally.

Climate Change Adaptation and Mitigation

- 5.74 Rising international and national aspirations on climate change adaptation and mitigation has led to the strengthening of national planning policies and building control processes that contribute to the UK Government's long-term commitment to support sustainable and resilient development.

Climate Change Adaptation

- 5.75 This describes how climate change has and will potentially manifest itself in London, the problems it can cause to the public transport network, and how the NLE can adapt by identifying risks, solutions and opportunities during the planning, design, construction and operational phases of the project.
- 5.76 The planning, design, operation and maintenance of the NLE provides numerous opportunities to both exploit extreme weather conditions (e.g. rainwater harvesting) and adapt to them. There are many examples of where adaptation has already been incorporated into TfL operational policy, and many examples of where adaptation has been incorporated into the design of the above and below ground elements of the NLE.

Climate Change Mitigation

- 5.77 This involves reporting the estimated carbon emissions that will be produced by the NLE, both during construction and throughout operation and investigating ways to minimise these emissions.
- 5.78 For example, river transport for excavated materials will be used where possible to

reduce road transport. Assuming 70% of materials are removed by barge, this reduces the carbon footprint of excavated materials by 63% compared to using road transport only.

- 5.79 Consideration will be given to the selection of materials used, for example using cement containing a higher recycled materials content and therefore lower embodied carbon.
- 5.80 The difference between the 'Without NLE' and 'With NLE' operational scenarios shows an overall increase in carbon emissions. This is due to the operational scenario accounting for a greater population and number of jobs in the area. The increase in development will support the building of the NLE, but also has the negative effect of potentially creating more car users in the area. Car use is a driver of the operational footprint as the emissions factor per kilometre is much higher than that of public transport. However, the assessment shows that a shift away from bus and rail use towards use of the tube network (including the NLE). This shift results in a lower carbon-intensity method of public transport, as the emissions associated with the tube are approximately 19% lower than bus transport. The emissions from bus and rail use decrease in the operational scenario compared to the baseline, despite there being greater development in the area. This indicates that the NLE would encourage more sustainable modes of public transport use in the area.
- 5.81 The operational scenario has potential for further mitigation of up to 24% emissions reduction from energy efficiency measures and potential for renewable energy generation.

Figure 16: Illustrative public realm and landscape proposals at a) Battersea Station, b) Nine Elms Station, c) Kennington Green and d) Kennington Park



Figure 16c



Key

1. Outline of underground structure (in black dotted line)
2. Stone paved footpath
3. Stone paved carriage way
(existing width and parking area maintained)
4. Stone paved raised crossing
5. Flat grassed area
6. Seating
7. Potential location for future artwork
(design and exact location to be confirmed)
8. Retained existing tree
(topographical survey required for identifying exact locations)
9. New tree
10. Proposed head house
11. Access to gin distillery
12. Retained existing light / CCTV column
(topographical survey required for identifying exact locations)
13. Street light column
14. Litter bin
15. Telephone box
16. Gin distillery service yard
17. Cycle stands
18. Low post and chain fence
19. Pelican crossing



In-Combination Effects

- 5.82 In-combination effects can occur where there is more than one impact on a particular resource or receptor, for example, the combined effects of construction noise and dust on a residential or ecological receptor.
- 5.83 Although there is the potential for such in-combination effects to occur throughout the construction of the NLE, these will be temporary in nature due to the transient nature of works. In addition, these effects will be reduced as far as reasonably practicable via the implementation of mitigation measures as detailed within the CoCP.
- 5.84 For the completed and operational NLE, potential impact interactions are predominantly beneficial. The public transport network will experience a major beneficial effect. This will also provide both direct and indirect minor beneficial effects for pedestrian and cycle network safety and amenity, neighbouring commercial properties and local business. Local residents, and amenity areas, will experience minor beneficial effects as a result of restoration plans, which will improve the value of landscape and community amenity features.
- 5.85 effects. This has resulted in certain potential adverse effects being avoided or minimised.
- 5.86 It is acknowledged that some adverse effects will be experienced during the demolition and construction phase of the NLE, which would be expected for a project of this scale. However, the adverse effects anticipated to arise will be managed through the implementation of mitigation measures through the design of the NLE and during demolition / construction and operation. Assuming the implementation of this mitigation, most effects (pre-mitigation) have been reduced to residual effects of negligible or minor significance.
- 5.87 The primary aim of the NLE is to encourage economic growth in London and the wider UK economy by facilitating the sustainable regeneration and development of the VNEB OA. This is consistent with a number of objectives set out in the National Planning Policy Framework, the London Plan, the VNEB OA Planning Framework and borough planning policies. In particular, the NLE is intended to meet a number of goals for transport in London set out in the MTS.
- 5.88 In terms of sustainable regeneration, the NLE will have a long term, major beneficial effect.

Residual Effects and Conclusions

- 5.85 The proposed NLE is the result of an extensive examination of alternative transport solutions, alternative routes and alternative locations and designs for the stations and shafts. Consultation with stakeholders (such as the London boroughs of Lambeth, Southwark and Wandsworth, statutory consultees, and landowners) and the public has been important in this process. This consideration of alternatives has been informed by the EIA process and has allowed design choices (and methods of construction) to be made with an understanding of the environmental

6. THE NEXT STEPS AND HOW TO GET MORE INFORMATION

6.1 Following the submission to the Secretary of State for Transport on 30 April 2013 of the application for a Transport and Works Act Order, which includes a request for a direction for deemed planning permission, a copy of the application, and of all plans and other documents submitted with it, may be inspected free of charge from Tuesday, 30 April 2013 until Tuesday, 18 June 2013 (excluding Monday, 6 May 2013 and Monday, 27 May 2013 which are Bank Holidays) by visiting any of the following locations during normal opening hours -

- (1) **Durning Library**, 167 Kennington Lane, London SE11 4HF
- (2) **Southwark Local History Library**, John Harvard Library, 211 Borough High Street, London SE1 1JA
- (3) **Lambeth Council**, Phoenix House, 10 Wandsworth Road, London SW8 2LL
- (4) **Lambeth Council**, Lambeth Town Hall, Brixton Hill, London SW2 1RW
- (5) **South Lambeth Library**, 180 South Lambeth Road, London SW8 1QP
- (6) **Wandsworth Council**, Customer Services Centre, Ground Floor, Town Hall Extension, Wandsworth High Street, London SW18 2PU
- (7) **Battersea Park Library**, 309 Battersea Park Road, London SW11 4NF
- (8) **Bircham Dyson Bell LLP**, 50 Broadway, London SW1H 0BL

6.2 Details of opening hours for the above locations and further information about the proposals can be obtained by contacting the NLE Help Desk:

- on freephone 0808 1684207; or
- by e-mail at nletwao@tfl.gov.uk.

Until then the Help Desk will be open Mondays to Fridays (except bank holidays) from 0800 to 1800 and any calls or e-mails received outside of these days and times will be responded to by the end of the next working day. Please note that this e-mail address should not be used to make representations either for or against the proposals.

- 6.3 A copy of the application, and of all plans and other documents submitted with it, may be obtained from Bircham Dyson Bell, 50 Broadway, London SW1H 0BL (attention Pam Thompson from Tuesday, 30 April 2013 until Tuesday, 18 June 2013 (except bank holidays). A charge may be payable):
 - Telephone: 020 7783 3437;
 - E-mail: pamthompson@bdb-law.co.uk
- 6.4 Copies of the documents and a number of factsheets about the application for the Order and the proposals generally can also be viewed and downloaded free from the project website at: www.tfl.gov.uk/nle.
- 6.5 Any objections to, or other representations about, the proposals in the application should be sent on or before 18 June 2013 to:
 - Secretary of State for Transport, c/o Transport and Works Act Orders Unit, General Counsel's Office, Department for Transport, Zone 1/18, Great Minster House, 33 Horseferry Road, London SW1P 4DR
 - E-mail: transportandworksact@dft.gsi.gov.uk

6.6 An objection or representation MUST be received by the Secretary of State on or before 18 June 2013 in the correct form (details of which are on the website).

- 6.7 The Secretary of State will then consider whether a public inquiry should be held. If it is it will probably take place in late 2013. This would mean that it is likely that a decision would be made by autumn 2014.



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