

Environmental and Social Data Sheet

Overview

Project Name:	NORTHERN LINE EXTENSION
Project Number:	2014-0358
Country:	United Kingdom
Project Description:	Extension of the Charing Cross branch of London Underground's Northern Line from Kennington Station to Battersea Power Station.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no (details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project will extend the Northern Line of the London underground network from Kennington Station, south-westward to Battersea Power Station. Urban railway projects fall under Annex II of EIA Directive 2011/92/EU, according to which authorities decide on a case-by-case basis whether a full EIA must be carried out or not. Given the magnitude of the proposed project, a full EIA has been prepared.

The Project complies with the requirements of EU nature conservation policy, according to the Habitats Directive 92/43/EEC and Birds Directive 2009/147/EC. The project does not affect any Natura 2000 sites. A full EIA was undertaken as part of the Transport & Works Act Order (TWAO) process. The TWAO for the project has not yet been published, therefore the Promoter is required to submit the order to the Bank, once it has been granted by the Secretary of State for Transport. This will be a disbursement condition of the project.

The overall environmental impacts during operations are assessed in the EIA as positive, as the underground will remove buses and private cars from the road. Besides the reduction in emissions of pollutants, this will also improve local transport safety. The environmental management of the project is in line with EU environmental directives.

The project enhances the public transport system in London's Central Activity Zone and improves the quality of the urban environment. The construction of new section of underground will improve comfort and reliability and will increase the attractiveness of public transport in the urban area, thus contributing to reducing reliance on private cars and the negative impact of transport on the environment.

Environmental and Social Assessment

Strategic Environmental Assessment

The project is part of the Mayor's *London Plan 2011*, which also includes policies for environmental management. The London Plan addresses Londoners' health, equality of opportunity and sustainable development. Environmental issues covered include London's green infrastructure, response to climate change, flood management, air quality, noise, and the control of hazardous materials. Specific environmental assessments for the project are

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

the responsibility of each London Borough and specifically for Wandsworth, Lambeth and Southwark. The London Plan is in line with the EU directive 2001/42/EC.

Vauxhall Nine Elms Battersea (VNEB) Opportunity Area Planning Framework (OAPF)

The VNEB OAPF was adopted by the Mayor of London in March 2012 and is supplementary planning guidance to the London Plan. It was prepared by the Greater London Authority (GLA) in partnership with the London Boroughs of Lambeth and Wandsworth, the London Development Agency, Transport for London (TfL), English Heritage and key landowners. The OAPF sets out the strategic policy framework for development within the Opportunity Area, reflecting the key policy directions established in the London Plan, Lambeth's Core Strategy and Wandsworth's Core Strategy and Site Specific Allocations Document.

Environmental Assessment

TfL has undertaken a full Environmental Impact Assessment (EIA) of the project which has been assessed in compliance with the EIA Directive as expressed in the Environmental Statement (ES) together with a Non-Technical Summary (NTS), forming part of the Transport and Works Act Order (TWAo) application submitted to the Department for Transport on 30 April 2013.

The 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.

The ES assessed in detail the environmental effects of the project, including identifying mitigation or compensation where adverse impacts had been identified. On 27 August 2013, TfL submitted an Environmental Statement Addendum (ESA) which assesses the impact of the scheme changes proposed. The changes have been largely as a result of consultation between April and August 2013.

In addition, the Environment Agency has lent its support to the ES in letters dated 05 April 2013 and 22 October 2013 stating that there was sufficient provision within the Order, Code of Construction Practice (CoCP) and recommendations made within the ES to mitigate any potential impacts, particularly with regard to habitat loss and reinstatement. The TWAo has not yet been published.

Code of Construction Practice (CoCP)

In order to minimise the adverse impacts of construction activities, a Code of Construction Practice (CoCP) is being developed and agreed with the local authorities. The CoCP sets standards and procedures for managing the environmental impact of constructing the project. It covers environmental, public health and safety aspects of the project that may affect the interests of local residents, businesses, the general public and the surroundings in the vicinity of the construction sites. The document ensures compliance with environmental legislation and builds on good practice which has been observed on other key transport projects including Jubilee Line Extension, Channel Tunnel Rail Link and Crossrail. The CoCP has been agreed with each Local Authority and establishes a framework which will focus on site-specific issues and their management.

Environmental Impacts

Due to the predominantly urban characteristics of the project, environmental impacts are expected to be minor and limited to the construction phase. The positive impact of the project will come once it is operational, resulting in a final overall beneficial effect on the environment. Some negative environmental impacts and public nuisances are expected, especially during the construction phase, especially air pollution, noise and traffic disruptions. Apart from these expected temporary disturbances for residents and public transport users,

the project should have positive effects on the quality of the urban environment with the reorganisation of surface public transport services. In addition the project is designed for easy access for persons with reduced mobility with the installation of elevators at stations.

Habitat area

No sensitive area (including EU nature conservation areas) is directly affected by the proposed development at Battersea station site. The site is located within an urban environment and is brownfield and designated for development use. On 8 May 2013 Natural England has stated in their opinion that the project would not have a significant negative impact on species or habitats of community interest, or on marking habitats and species of the Natura 2000 sites. The declaration and the map have been provided to the Bank.

Public Consultation and Stakeholder Engagement

From the earliest stages, consultation has played an important role in the evolution of the project. Since 2008 a number of consultation and engagement activities have been undertaken to shape and inform the proposals. These have included consultations to inform overarching policy, planning and growth strategies that endorse or support the need for an underground 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.

As the project falls within the boundaries of three local authorities in London: Lambeth, Southwark and Wandsworth Councils, throughout the development of the plans for the project, TfL has regularly engaged with them through a series of regular and ad-hoc meetings. TfL has also participated in council-led meetings. The London Borough of Lambeth sought endorsement of the TWAO application, which was confirmed following an Overview and Scrutiny committee meeting on 20 March 2013. The London Borough of Wandsworth endorsed the TWAO application at a meeting of its executive on 4 March 2013.

Extensive public consultation has taken place also with stakeholders during the TWAO process. A public inquiry to consider the TWAO application to extend the Northern line ran from 19 November to 20 December 2013 and was conducted by an independent Inspector. Major objections from statutory authorities and landowners that might have hindered TWAO approval were withdrawn, but amenity groups and some residents' objections remain. It is not anticipated that there will be significant conditions attached to the TWAO that would delay delivery of the project, including any environmental risk.