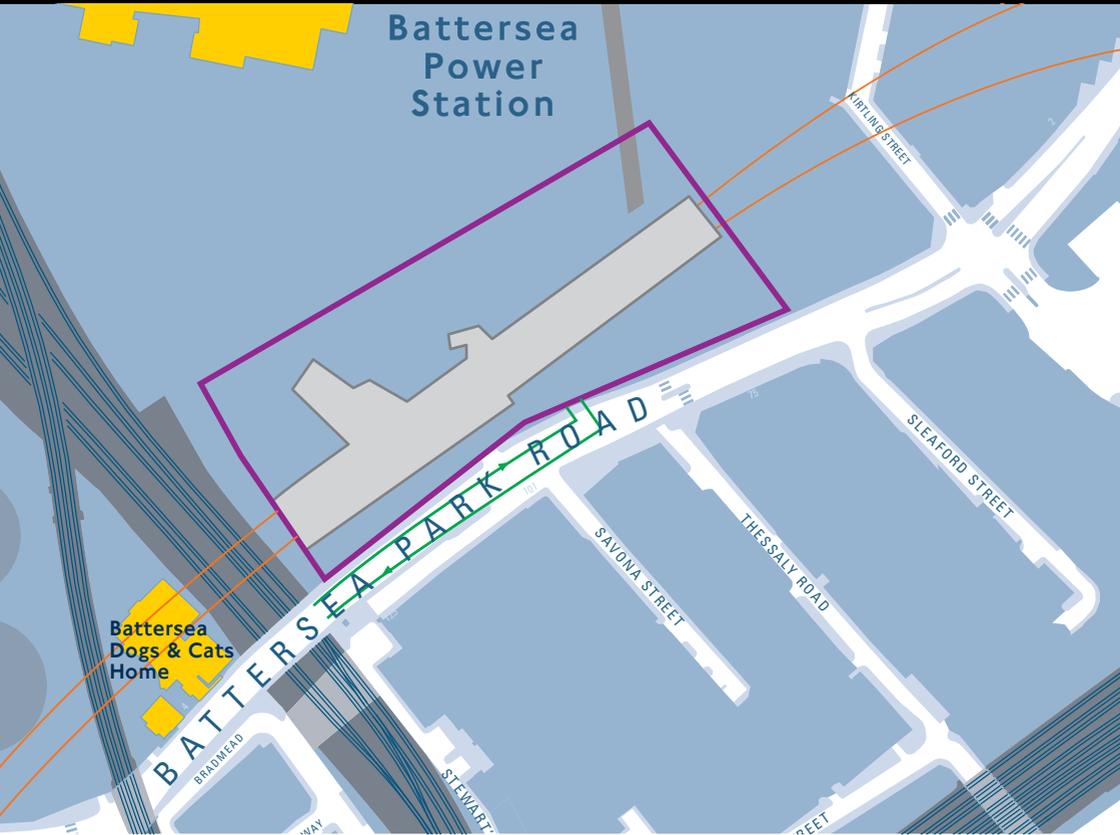


# Northern line extension

## Factsheet M: New station at Battersea



### Key

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



## 1. Introduction

As part of the Northern line extension (NLE) a new Tube station is proposed at Battersea on the Battersea Power Station (BPS) site.

The station would serve new office, residential and other development proposed at the BPS site and the wider Vauxhall Nine Elms Battersea Opportunity Area, as well as the existing local community.

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 on Battersea Park Road.

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

## 2. The proposal

The proposal is for the construction of a new Tube station that would be integrated with the surrounding local area and provide:

- A single station entrance pavilion at ground floor level, facing Battersea Park Road
- Escalator access to a spacious below ground ticket hall
- A fully accessible, step-free route between street and trains
- Escalator access from ticket hall to platforms
- Two spacious platforms
- Secure cycle parking
- Improved public realm

## 3. Design

The designs of the station are illustrative only at this stage.

They will be developed through local consultation and will require approval by the local authority.



## 4. Construction impacts

To construct the station at Battersea and the NLE tunnels there would be a construction site located within the BPS site. The station would take approximately four years to build.

Traffic to and from the site would be during normal working hours. These are detailed in our code of construction practice as 08:00 to 18:00 on weekdays (Monday – Friday excluding bank holidays) and 08:00 to 13:00 on Saturdays.

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. For further details of the code, please see Factsheet H: Our approach to managing the construction impacts of the NLE.

## 5. Traffic

Construction vehicles would enter and exit the site directly from Battersea Park Road.

The most concentrated phase of construction activity would be over an approximate 55 week period when 50 – 85 vehicles per day would enter and exit the site. For the rest of the programme, there would be up to 49 vehicles per day.

These figures are based on the use of river barges to remove excavated material from the site as an alternative to lorries. This will reduce the overall impact of construction traffic on the highway network.

## 6. Code of construction practice

We understand residents' concerns about potential disruption during construction of the NLE and we will seek to keep this to a minimum. We will be required to adhere to a strict code of construction practice which is being agreed with the local authorities. The code includes provisions on construction, noise, vibration, dirt on highways and working hours. Please see Factsheet H: Our approach to managing the construction impacts for the NLE.

## 7. Compensation, blight and hardship

Owners of land directly affected by construction or the 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 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](http://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 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 has a Noise and Vibration Policy in place. This covers aspects such as potential mitigation measures (for example 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 also has 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 are all available at [tfl.gov.uk/nle](http://tfl.gov.uk/nle)

## **8. Tunnelling and ground movement**

Please refer to Factsheet B: Tunnelling and ground movement, for more information about our approach to managing tunnelling and settlement.

## **9. Further information**

If you would like more information about the Northern line extension please email [nle@tfl.gov.uk](mailto:nle@tfl.gov.uk)

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