

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.

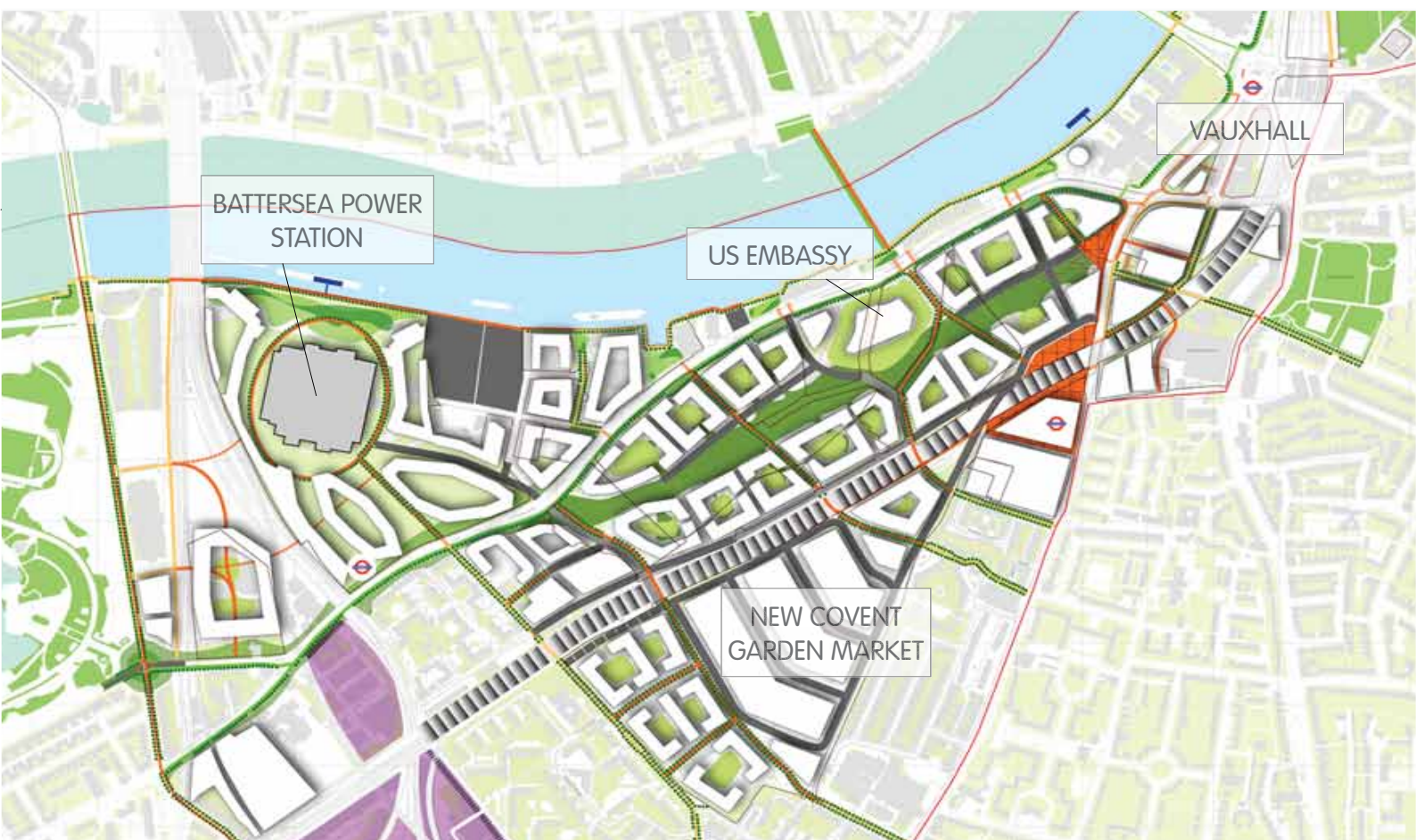
The Northern Line Extension has the potential to:

- 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

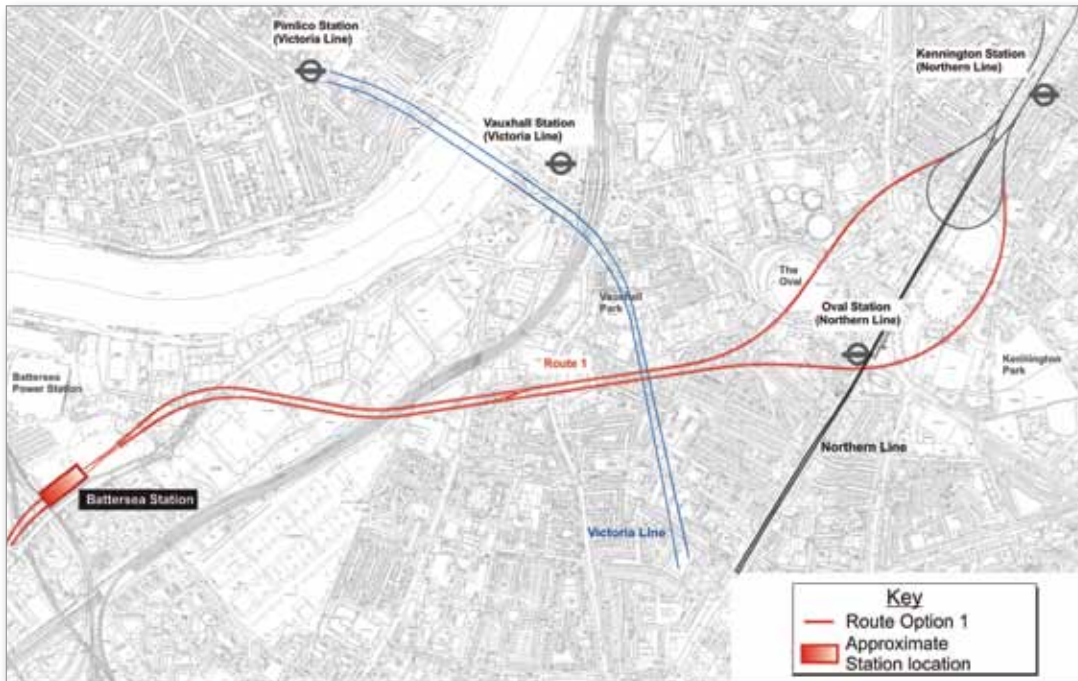
Should proposals to extend the Northern Line proceed, the route chosen must take into account a number of key challenges in the area, including:

- 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)

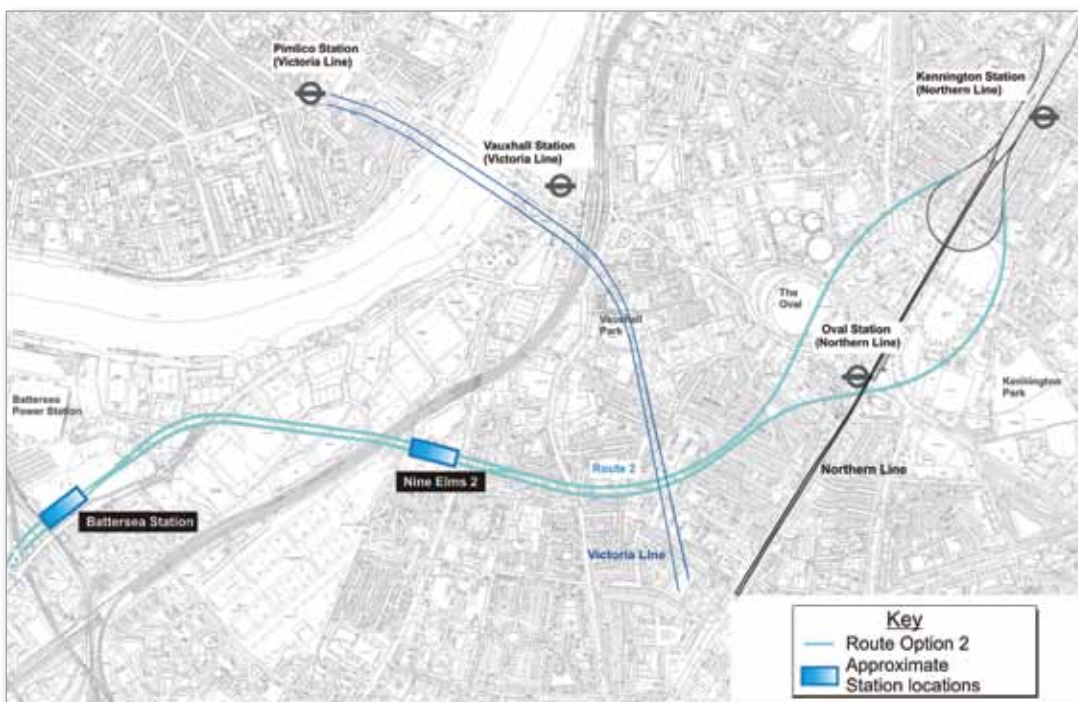


Route Option 1 is likely to be the easiest route option to deliver in engineering terms, involving a 3km direct tunnel from Kennington to the Battersea Power Station site, with no mid-station. As a result, the route would be likely to:

- 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)

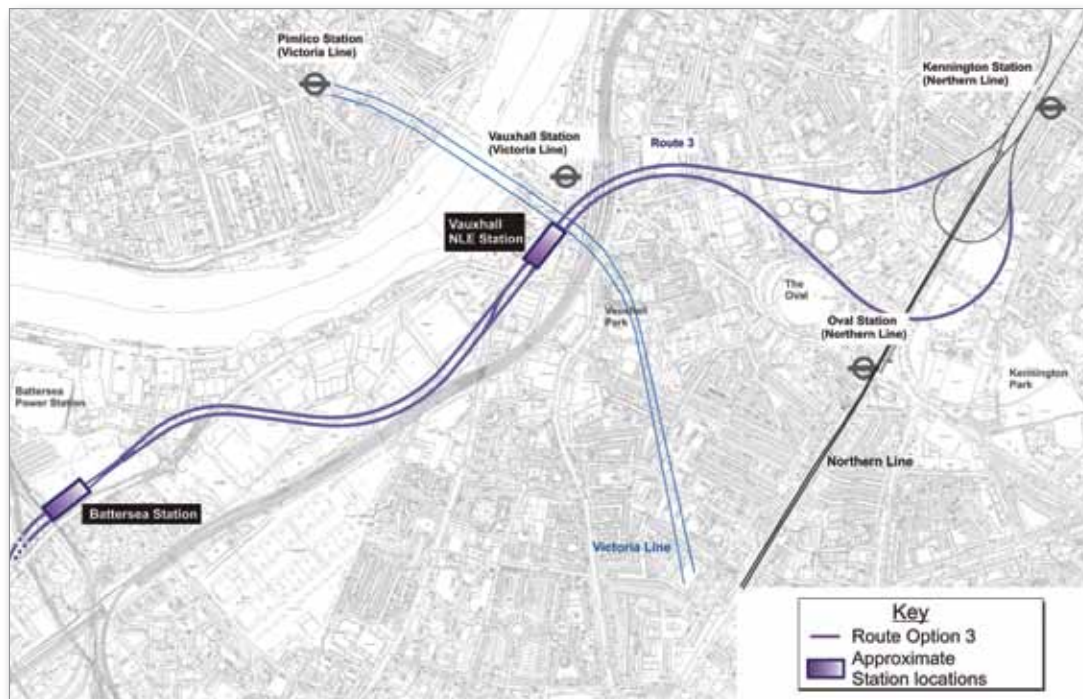


Route Option 2 involves a 3km tunnel from Kennington to Battersea Power Station with a mid-station in south Nine Elms. As a result, the route would:

- 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)

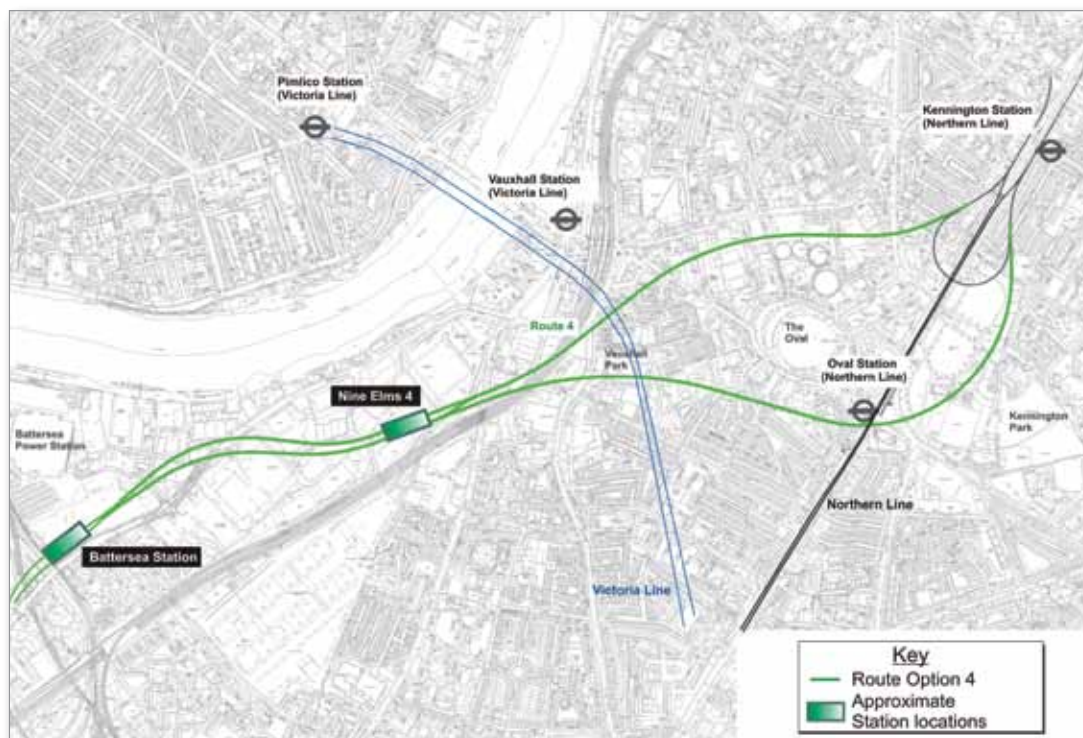


Route Option 3 involves a 3km tunnel from Kennington to Battersea Power Station with a mid-station next to Vauxhall Underground station. As a result, this option would:

- 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

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