

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

Working at other times for work other than tunnelling would be by exception and only where it is absolutely necessary to do so.

5. Permanent impacts

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

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

6. Compensation, blight and hardship

Owners of land directly affected by construction or operation of the NLE may be entitled to claim compensation. Entitlement to compensation is governed by legislation known as the Compensation Code. In some cases, landowners whose property is directly blighted by the prospect of the NLE may be entitled to require their property to be acquired from them early. Further information both on the code and on blight is available at www.communities.gov.uk

The construction of the NLE will cause noise and vibration in some areas. This will be controlled as far as possible by implementing measures to limit noise and vibration on the construction site itself. Levels will be regulated through the code of construction practice agreed with the relevant local authorities. However, there may be circumstances in which noise impacts arise which need to be alleviated further.

For those who may be affected by this, TfL will have a Noise and Vibration Policy in place. This will cover aspects such as potential mitigation measures (such as secondary glazing) or in certain circumstances an offer of re-

housing on a temporary basis where noise thresholds are likely to be reached for extended periods. TfL is also developing a Hardship Policy where owners of eligible properties who have a compelling reason to sell their property and are unable to do so owing to the NLE, could have their property purchased by TfL. These policies will be published on the NLE website as soon as they are available

7. What's next?

Feedback from this consultation will be considered before an application is submitted to Government in spring 2013 for permission to build and operate the extension.

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

Subject to permission being granted, a contractor would be appointed to carry out the works. Together with our contractor, we will engage with local residents and businesses throughout the proposed building works. This could include establishing community liaison groups, providing newsletter updates and holding drop-in and feedback sessions. We'd welcome other ideas from local residents about

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

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

8. Have your say

This consultation gives you the opportunity to comment before we submit our application for the Transport and Works Act Order needed to start construction. Visit tfl.gov.uk/nle to leave a comment or complete the feedback form. Alternatively, if you wish to receive a paper version of the feedback form, please call **0843 222 1234** or email nle@tfl.gov.uk to request one be sent to you.

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

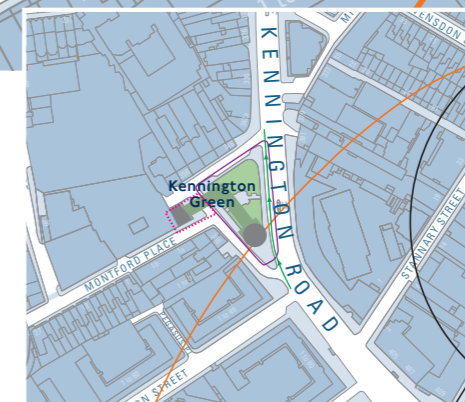
9. Further information

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

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

Northern line extension

Factsheet 3: Permanent shaft at Kennington Green



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



1. Background

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

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

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

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

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

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

2. Location

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

3. Design

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

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

your views before we develop more detailed designs.

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

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

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

4. Construction impacts

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

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

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

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

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

A full environmental statement is being prepared which will include detailed analysis of the temporary impacts during construction, including noise and air pollution, traffic movements, impacts on trees and other disruption to local residents. Working closely with the local authority and residents, we will keep these to a minimum.

We will be required to adhere to a strict code of construction practice which will be agreed with the local authorities. It will include provisions on construction noise, vibration, dust, dirt on highways, working hours and noise limits.

