

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.

6. What's next

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

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

Subject to permission being granted, a contractor would be appointed to carry out the works. We and our contractors 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 information and feedback sessions. We'd welcome any other ideas from local residents on how they would like to be kept informed and engaged during this period.

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

7. 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 and we can arrange for one to be posted to you.

The consultation will close at midnight on 30 December 2012 (extended from 16 December 2012).

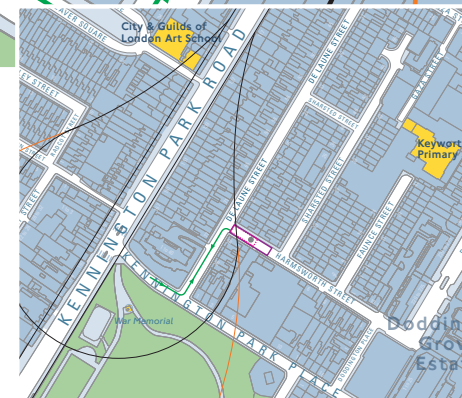
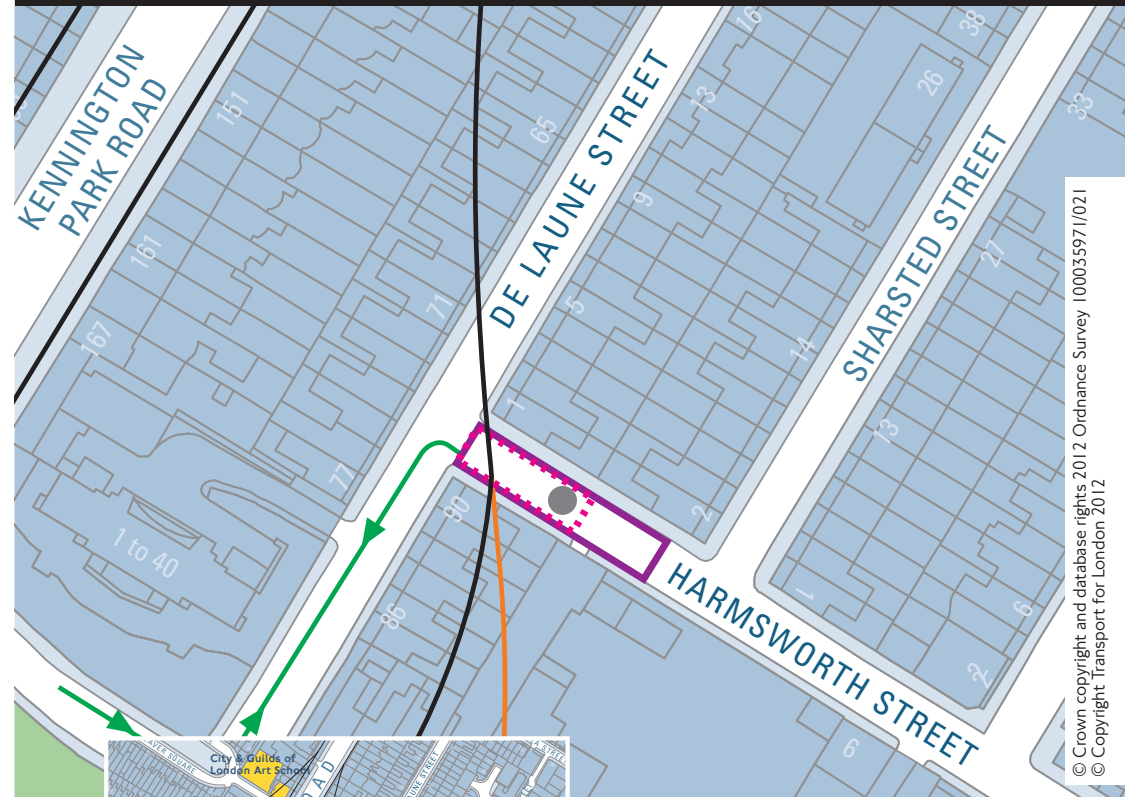
8. Further information

More information about key sites, a consultation feedback form and other details about the scheme can be found at tfl.gov.uk/nle







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

Northern line extension

Factsheet 2: Temporary shaft site at Harmsworth Street



Key

-  Northern line
-  Proposed Northern line extension
-  Construction traffic access
-  Construction site perimeter - first 2-3 months
-  Construction site perimeter during grout treatment
-  Shaft

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1. Background

To build the Northern line extension (NLE) the new tunnels would be connected to the existing ones along the line, which are approximately 300m from Kennington station.

To build these connections it is anticipated that as the tunnel work is progressing there will be a need for ground treatment works to stabilise the ground, and reduce ground movements and the risk of settlement damage on adjacent properties.

Our current approach is to carry out these works from two temporary grout shafts (see factsheet 7 Temporary shafts and ground treatment works and factsheet 9: Alternative construction approach). We recognise this could impact on local residents and we continue to investigate how these impacts may be minimised.

To ensure the ground treatment works are most effective, the proposed temporary shafts must be located at sites as close as possible to the junctions where the new tunnels would join the existing Tube lines.

Harmsworth Street and Radcot Street are the two sites along the proposed route of the NLE where a temporary grout shaft would be best located. These sites were chosen following a consultation in 2011 and further technical work to assess

engineering and building options, traffic impacts and the potential disruption for each of the sites.

The proposed sites have been selected and endorsed in consultation with Southwark and Lambeth Councils.

2. Location

The map illustrates the location of the proposed temporary shaft at Harmsworth Street and the likely construction site required to carry out the works.

3. Construction impacts

The first phase of work would last between two and three months and a construction site would be required of around 30-35 metres long by six metres wide for machinery, storage and general works use. The site would be screened by a protective hoarding.

After this initial phase, the size of the construction site would be reduced to around 15-20 metres long by six metres wide for the duration of the works (approximately 18 months) while ground treatment is carried out.

Throughout the works, Harmsworth Street would be closed to traffic and access to the construction site will be via De Laune Street. Pedestrian access would be retained.

During the first phase of work to excavate the shaft, it's anticipated there maybe up to 10 lorry loads a day. For the rest of the period

(approximately 18 months) and while ground treatment is carried out, traffic to and from the site would be minimal (perhaps between one and two vehicles a day).

Detailed traffic assessments are still under way, however early indications suggest that up to 15 car parking spaces could be temporarily suspended at Harmsworth Street. We would work with the local authority to find alternative parking options.

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. We will minimise these impacts as far as practicable by working closely with the local authority and residents.

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

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.

Working at other times would

be by exception, but this might include working at times the Tube is not running when it is absolutely necessary to do so.

4. Permanent impacts

On completion of the works, the site would be restored to its original state. There would be no permanent impacts.

5. 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