

which will be agreed with the local authority. It will 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. 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 work is complete, the park area used for the construction site will be fully restored and we will work closely with local residents and Lambeth Council to agree a restoration plan. This is likely to be subject to a separate consultation by Lambeth Council as part of the planning approvals for the reinstatement of the park.

The head house will be visible to park users and from the roadside on the corner of Kennington Park Road and St Agnes Place.

Some trees may 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](http://www.communities.gov.uk).

The construction of the NLE would cause noise and vibration in some areas. This would 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 contractors, we would 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 and engaged 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](http://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](mailto:nle@tfl.gov.uk) to request one be sent to you.

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

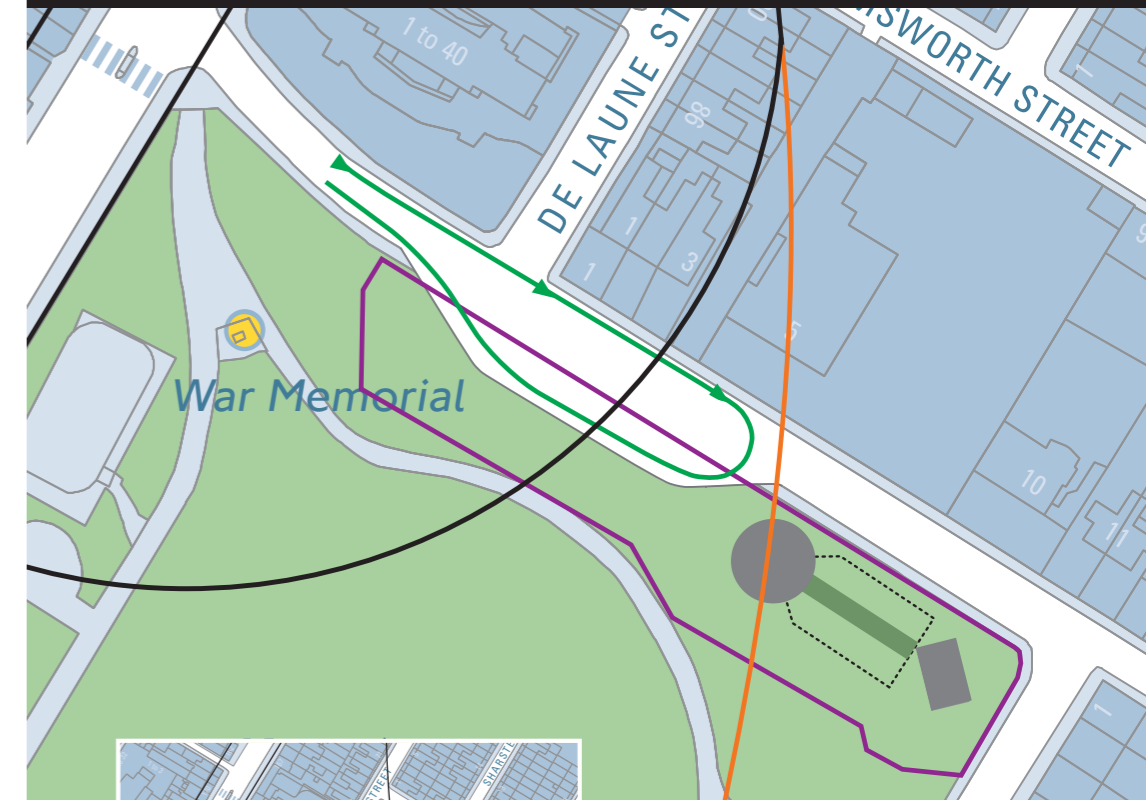
### 9. Further information

Go to [tfl.gov.uk/nle](http://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 4: Permanent shaft at Kennington Park



- Key**
- Northern line
  - Proposed Northern line extension
  - Construction traffic access
  - Construction site perimeter
  - - - Electricity substation
  - Shaft
  - Old lodge
  - Passageway underground



## 1. Introduction

Permanent shafts are 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 the tunnels to the surface.

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

The shaft at Kennington Park 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 at the Old Lodge within Kennington Park. 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. The top of the shaft will be flush to the ground, covered with materials in keeping with the surroundings (including grass, stone and other materials). The head house would be built on the site of the Old Lodge, which would be demolished.

Between the head house and the shaft an underground electricity substation to power the trains and a passage to link the shaft and the head house is proposed. These will be beneath the surface and measure approximately 17m long by 8m wide and 17m deep.

## 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 resident groups, Lambeth Council and heritage, conservation and design experts to develop ideas for how Kennington Park could be restored once the shaft and head house have been built.

The image below reflects the features local residents groups told us were important to them. We'd like your views before more detailed designs are developed.

The head house would be located where the lodge is, in the north-west corner of the park. The building wrapped around it could be designed to be used for activities related to the park. It could be surrounded by a screening of trees and plants to ensure it is in keeping with the rest of the park. The materials used could be timber, brick and glazing which would all be appropriate to a park setting.

## 4. Construction impacts

The construction site is likely to be required for approximately two years. We will engage with the existing users of the lodge and the local authority to discuss how the works are likely to affect them.

During this time, there would be construction activity around the site, including traffic to remove excavated material and deliver site supplies. Over a two to three

month period, around 40 lorry loads 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 equipment and building supplies. Excavated material and supplies delivered to the site would be limited to those required to construct the shaft, head house, substation, passageway and the tunnel to the junction with the existing and new tunnels.

Access to the site would be from Kennington Park Road. To keep traffic obstruction to a minimum and avoid the need for construction traffic to park on the road, the site will be designed so as lorries can turn on the site. There could also be some impact on the provision of on-street parking in the area during the construction phase. We would work closely with the local authority to identify alternative parking provision should this be 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

