

# Northern line extension

## Factsheet H: Our approach to managing construction impacts of the Northern line extension

### 1. Background

We understand residents' concerns about potential disruption during construction of the Northern line extension (NLE) and seek to keep this to a minimum. TfL adopts a best practice approach to managing its construction impacts based on our significant experience of delivering major transport projects across London.

To build the new NLE stations, tunnels and shafts, up to six worksites will be needed depending upon the construction approach adopted for constructing the new junctions with the existing Kennington loop. Option A requires the construction of two temporary shafts at Radcot Street and Harmsworth Street whilst option B removes the need for temporary shafts by constructing two temporary gallery tunnels from the permanent shafts (for details please refer to factsheet A: 'Temporary shafts and gallery

tunnels; connecting the extension to the existing Northern line and stabilising the ground'). The main worksites will be at Nine Elms, Battersea, Kennington Green and Kennington Park. In addition works need to be undertaken at platform level within Kennington station and on the Kennington loop.

We have developed a code of construction Practice in consultation with Wandsworth, Lambeth and Southwark Councils. This document sets out how we will manage impacts including noise and vibration for those living around the worksites and dust and dirt on highways. It also sets out the working hours that will apply throughout construction. The draft code of construction practice is attached to the environmental statement.

For details on the construction impacts for a particular location please see the specific factsheet for that location.



## 2. Hours of working

Normal working hours are planned to be from 08:00 to 18:00 on weekdays (Monday - Friday excluding bank holidays) and 08:00 to 13:00 on Saturdays. Where feasible, work likely to cause disturbance and/or disruption will be limited to these hours.

In addition, start up and shut down activities will take place for up to one hour before and after these times. These can include activities such as maintenance, site briefings, meetings and training. They will not include the operation of plant or machinery outside of normal working hours as set out in the relevant Section 61 consent.

Non-disruptive preparatory work, repairs and maintenance may be carried out on Saturday afternoons or Sundays between 10:00 and 16:00.

There may be times when we need to work outside of normal working hours. We will do this by seeking consent under Section 61 of the Control of Pollution Act 1974.

Work undertaken below ground such as excavation of the new NLE tunnels will need to be undertaken 24 hours a day.

The tunnel boring machines (TBMs) used to excavate the new tunnels move quickly – often passing under properties in less than a day.

## 3. Noise and vibration

TfL is committed to minimising the impact of noise and vibration levels on local residents and businesses.

TfL will be required to obtain consents from the relevant local authority under Section 61 of the Control of Pollution Act 1974, which will include noise and vibration limits for construction work undertaken above ground as well as working hours outside of normal times. Site specific management and mitigation requirements for noise and vibration, both on and off-site, will be further defined within the Section 61 consents including hours of working in relation to defined activities.

TfL's London Underground NLE Construction Noise and Vibration Mitigation Scheme includes 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. The policy can be downloaded from [tfl.gov.uk/nle](http://tfl.gov.uk/nle)

## 4. Impacts on traffic

A detailed Traffic Management Plan (TMP) will be developed in partnership with the highway authorities and the emergency services and will be available to view before construction starts. It will

include details of:

- site boundaries and the main access/egress points for worksites;
- temporary and (if any) permanent closures and diversions of highways;
- the strategy for traffic management including parking; and
- local lorry routes used for construction activity, including: lorry holding areas, lorry route signing strategy, means of monitoring lorry use and any routes prohibited from use by contractors' vehicles.

As far as reasonably practicable, there will be no parking of lorries on the highway close to worksites except in holding areas specified for delivery or removal of materials from the site. An appropriate control system will be put in place to manage traffic carrying excavated, demolition or other waste materials. Waste will be controlled and deposited in accordance with relevant legislation. Signs to identify the NLE project and contact numbers for contractors will be displayed in a prominent position on vehicles carrying project waste on public roads.

## 5. Impacts on Northern line

During construction of the step plate junctions temporary closures of the Kennington Loop will be required.

This work is likely to take place over approximately six weekends and will be coordinated with other maintenance and upgrade work to minimise disruption for Tube passengers.

Construction work to create the new cross passages at Kennington station is anticipated to take eight weeks in total to complete (four weeks for southbound platforms, and four weeks for northbound platforms).

Whilst this work is being undertaken, Kennington station will remain open but there will be a need to temporarily close certain platforms, one at a time. This may cause some inconvenience for passengers changing trains at Kennington during these periods, or those travelling to and from Kennington station.

To minimise any disruption to Northern line passengers, we would undertake this work at a time when the Tube is less busy such as holiday periods. Passengers will be notified of any changes to their journey well in advance.

## **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 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 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 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)

## **7. Tunnelling and ground movement**

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

## **8. 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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