



Northern Line Extension

Core Community Liaison Group (CLG)

Wednesday 1 November 2017

Rose Community Centre, Ascalon Street, London, SW8 4DL

Attendees:

Name	Organisation
David Boardman (DB)	NLE Community Action
Cllr Jonathan Cook (Cllr JC)	LB Wandsworth
Steve Diamond (SD)	LB Wandsworth
Harry Goonewardene (HG)	Savona Estate Residents' Association
Michael Tarrega (MT)	Transport for London (TfL)
Mabel Garcia (MG)	Ferrovial Laing O'Rourke (FLO)
Bob Lentell (BLen)	KWNAG
Roland Petchey (RP)	Local resident
Lesley Wertheimer (LW)	KWNAG
Mark Walker (MW)	Admin support (minute taker)

Apologies:

Cllr Mark Williams, LB Southwark

Cllr Jennifer Brathwaite, LB Lambeth

	Item	Action
1.0	Introductions and background	
1.1	Introduction and welcome from Michael Tarrega (MT). MT advised Cllr Jonathan Cook is due to attend and will take over from Michael as Chair when he arrives.	
1.2	MT confirmed the agenda for this meeting is the same as last time, with the exception of the 'Battersea Power Station' design item, which was confirmed as agreed at the last meeting. MT confirmed there will also be an update on track form and the forthcoming Christmas possession in today's meeting.	
2.0	Minutes of the previous meeting - accuracy and matters arising	
2.1	David Boardman (DB) advised he was not invited to the previous meeting of the Core CLG. Harry Goonewardene (HG) advised he was	NLE

	Item	Action
	not informed of tonight's meeting and only heard about it through another contact. MT advised he will investigate to see if there is a problem with email distribution.	
2.2	Lesley Wertheimer (LW) commented that it was not helpful to only receive the minutes from the previous meeting this afternoon. MT advised the minutes had been sent out previously, it was actually the agenda for today's meeting that was sent earlier today. MT apologised for the agenda not being sent earlier. MT also confirmed the invite for today's meeting was sent by email on 2 October. It has been a very busy period for the team but he will investigate the email distribution issue.	
2.3	MT requested any comments on the minutes from the previous meeting. No comments received.	
2.4	<p>Review of actions from the previous meeting:</p> <ul style="list-style-type: none"> - 10.1 (from 22/2/2017): MT confirmed the application for the eastern entrance of the new Battersea Underground station has been submitted to LB Wandsworth. An email has been sent to the group, with a link to the relevant planning application number. No decision has been made as yet - 3.19: With regard to a previous query from Bob Lentell (BLen) regarding whether noise and vibration experts have been specifically asked to look into the predicted impact of when the containment of the loop is removed, BLen confirmed the containment of the loop has already been removed. BLen does not believe he received any figures but the issue was discussed. BLen can now report that noise levels have gone up a decibel or so, after being measured again a little while ago. The readings were 39/40dB, which are too loud for comfort, although BLen realises that people on the Lambeth side would probably appreciate only hearing noise at this level. DB commented that 39dB is disturbing. MT asked BLen if Alan Cartwright from TfL has visited his property. BLen confirmed he has and he is quoting figures from Alan. MT advised there is a separate TfL work stream focused on operational noise and Alan is the expert undertaking monitoring as part of this work. Brian Woodhead is the lead for operational issues - 3.34: LW asked if the project has written to everyone in the area to advise of potential disruption from the forthcoming Christmas blockade, as per her suggestion made at the last meeting. MT confirmed notification was sent to residents in September, with an email sent to directly affected residents, offering a meeting. The project is working on appropriate mitigation depending on individual circumstances - 3.36: With regard to BLen's previous suggestion of a meeting between FLO and the Council regarding disturbance/mitigation/Section 61, MT advised this is something TfL has been implementing. In September, when the top of the loop was 	

	Item	Action
	<p>removed, only one complaint was received over two weekends and this was about a vehicle with its engine running. The actual work taking place underground did not prove to be disruptive. MT also advised the team is looking to minimise the amount of noisy work that will take place on Christmas Day and Boxing Day</p> <p>HG commented that at Battersea, there has been a lot of noise at night recently, however the Helpline was not able to assist. MT responded to advise the Helpline is a triage-style system to deal with problems and the relevant staff are always contacted. With regard to the complaint raised by HG, Carla Arnold is taking this on. HG commented that one particular machine is very noisy; he appreciates that it cannot be stopped but if something can be done to reduce noise levels, this would be great. MT confirmed that Carla Arnold is looking into what can be done. HG advised he was told the noise should cease by the middle of November but what will he do until then? MT confirmed this noise is due to the movement of waste material from tunnelling. However, tunnelling will finish within one week and that noise will then stop. HG commented that digging will still take place after tunnelling is complete. MG confirmed this to be correct but advised that night-time operation of the conveyor belt will cease. Barges will also stop from 10 November. MG advised Matt Brinklow has checked the noise monitors and so far, everything is within permitted limits. Exceedances are sometimes due to sirens at night.</p> <ul style="list-style-type: none"> - 6.6: With regard to the ability of Kennington Station to cope with an increased number of passengers, Cllr MW previously requested a detailed response be provided to KWNAG. MT confirmed a response was sent from Mark Wild, with a subsequent response received from KWNAG containing further points. TfL will now set up a meeting with senior staff responsible for station upgrades. This is outside of the remit of the Northern Line Extension but MT is very aware the right people will be in that meeting. DB commented that KWNAG took a view that Kennington Station is not fit for purpose. It is possible to evacuate 1,440 people in six minutes – if there are no pushchairs in the way or fireman rushing in the opposite direction. It is KWNAG’s view that this is not adequate and there ought to be a second access point to meet the required standards. DB believes the Health and Safety people sat on their hands at the Inquiry. Anything that can be done to upgrade the station is good and KWNAG will wait to see how generous TfL will be <p>On the same topic and to back up what DB has said, BLen commented that he sees a number of issues. Firstly, health and safety people do not appear to have been consulted prior to the Public Inquiry and this is what they claim. Obviously they have now been consulted but what they said is not known. Mark Wild said modifications are being considered but these are also unknown. BLen will try to get the meeting firmed-up so that it takes place this year and it would be good if DB can attend. What is very concerning</p>	<p>NLE</p>

	Item	Action
	<p>for BLen is the abuse of process. Health and Safety was really pertinent to the Public Inquiry but was kept away from it. Once the station has been sorted, BLen will continue to press his political representatives to find out what happened here. This is not a minor detail, it is a condition of public safety. BLen feels almost lied to and that the process has been abused. There were important considerations that TfL did not bring to the table.</p> <p>DB commented that he does not feel quite so conspiratorial. The Inspector should have compelled the Health and Safety Executive to attend. FOI requests have shown that London Fire Brigade had inspected the station, recognised its 'grandfather' status and also identified problems with evacuation via lifts.</p> <p>BLen thinks it is up to the promoter to show it has undertaken this process. BLen believes the Inspector thinks those discussions had taken place, so this is where he feels people have been misled. He knows what the scenario was in relation to these particular public bodies, however he does not know what they are now.</p> <p>DB commented that this information was received when requested. BLen responded to advise the views on the modification of the station in relation to the changes in the network were not received. This is very unsatisfactory. Kennington station seems to be half in and half out of the Northern Line Extension and BLen certainly thinks the public purse will incur a cost to make the station suitable for additional traffic.</p> <p>MT commented that with regard to Kennington Station, the scope of this project is all about cross-passages and passenger exchange. At the Kennington Park CLG, Neil Coyle MP and local councillors are engaged on this subject. It is not an issue that will be solved today but TfL is aware of concerns within the community and the right people will be brought in to discuss. MT confirmed TfL knows what the community wants but he is unsure what the business is able to do. However, MT completely accepts this is a concern for members of this group, as well as the Kennington Park CLG.</p> <ul style="list-style-type: none"> - 12.1: As mentioned earlier, MT confirmed this point has been taken off the agenda (Battersea station design) - 13.8: At the previous meeting, Cllr Mark Williams asked who signs off LB Southwark's response to LB Lambeth. Bill Legassick (BLeg) was tasked with confirming. MT advised that BLeg has since moved to another role. This action is still open and the new person will be allowed to get up to speed before this point is confirmed. TfL does send environmental information through to the local borough councils - 14.2: As referred to previously, MT confirmed the project is engaging with people likely to be affected by the Christmas blockade. MT advised David Hannon of FLO has given presentations at recent CLGs about this forthcoming work <p>MT confirmed the minutes of the previous meeting to be accurate.</p>	

	Item	Action
2.5		
3.0	NLE progress update and presentation, including Christmas work schedule and track form update (attached) <u>Presentation by Mabel Garcia (MG), Ferrovia Laing O'Rourke (FLO)</u>	
3.1	DB praised the project for completing the removal of the Northern Line tunnel segments in two weekends rather than three.	
3.2	With regard to the arrival of the TBMs at Kennington, MG confirmed one has arrived already, with the other due to arrive within the next few days. This has not been announced publically yet. The first TBM has been dismantled and sent back to the manufacturer in France.	
3.3	The planning application for the Kennington Park Head House has not yet been submitted but will be in the next few days. There will be a statutory 13-week consultation period for LB Lambeth and when the application is listed online, details will be circulated.	NLE
3.4	MG will circulate a time-lapse video of the segment removal work taking place. MT confirmed this will eventually be available online.	NLE
3.5	During the Christmas blockade, removal of the existing rails will take place over the first three days of the blockade, with installation of new rails scheduled to take place from 27 – 29 December. Further details have been shared with residents at the recent Kennington Green and Kennington Park CLG.	
3.6	MG advised that excavation at Nine Elms is on-going successfully. At Battersea, main tunnelling activities are now complete.	
3.7	MG explained that using barges has reduced the project's environmental impact.	
3.8	MG explained that the number of complaints received has reduced. The project expected to receive more complaints as a result of the September possessions, however these works did not prove to be disruptive.	
3.9	The project has undertaken a number of engagement activities, including a visit from pupils at Sacred Heart Primary School in Wandsworth to the Battersea site. The pupils participated in a role play to prepare them for future roles in the construction industry.	
3.10	The project has also undertaken some engagement activity in partnership with LW.	
3.11	MG confirmed the Northern Line Extension has already hit its Strategic	

	Item	Action
	Labour Needs and Training (SLNT) target for the duration of the whole project, however efforts in this area will continue.	
3.12	MG concluded her presentation and invited further comments or questions. None received.	
3.13	With regard to track form, MT advised a separate meeting will take place on 14 November at the Bolney Meadow Centre, to focus on this subject in details. This meeting was specifically requested at a previous Nine Elms CLG, however anyone is welcome to attend.	NLE
3.14	MT confirmed a one-page summary sheet containing information on noise predictions, etc will be provided to residents. MT expects track form to be on the agenda for all the CLGs in January, whereas up until now it has really only been discussed in detail at the Nine Elms CLG.	NLE
3.15	DB commented that in relation to noise levels, the project will be required to have a model that meets ISO compliance. It will also be necessary for TfL to test the effect of trains operating on the chosen track form and be satisfied in good faith that noise levels will not exceed 35dB. DB asked if the project has used an actual habitable room for testing and if not, does the project have an itinerary of habitable rooms that it will utilise. MT responded to advise the project does have some rooms in mind. MT also commented that the noise level condition of the TWAO does not include future development, which would not be subject to the same scrutiny.	
3.16	DB commented that the project is required to submit details to the relevant local planning authorities of the models, assumptions, calibration, validation and verification used. DB asked if this has been done. MT responded to confirm this has not yet been done. It is important to engage with the local community beforehand. However, the track form has been selected and if TfL does not get the necessary approval, the operation of the line will not be able to go ahead. TfL is confident of achieving the requirements of Condition 13 and will be submitting this information to the local authorities.	
3.17	DB asked what the local authorities will do, to ensure satisfactory review and testing. Steve Diamond (SD) responded to advise this is a technical point but one he can take away and investigate.	SD
3.18	DB believes saying 'yes' or 'no' to the project is not an easy thing to do. He looks to local authorities to confirm how they will verify compliance by TfL. SD confirmed he will check the process. However, SD does not feel there will be any habitable rooms in the initial part of the route in Wandsworth.	SD
3.19	DB advised TfL is required to test the track by running an actual train on it. KWNAG probably has an inventory of habitable rooms that it could make available for this test. Local authorities need to have a scheme to	

	Item	Action
	<p>help TfL. DB just wants to put these points 'on the table'. Local authorities may have somewhat onerous responsibilities to assess the results of the actual tests done by TfL.</p>	
3.20	MT confirmed TfL is fully aware that noise predictions will need to be followed by a period of testing with trains on the lines and this will need to be transparent.	
3.21	DB believes the permitted level of 35dB is high. However, the formulation of the test may mean that if the highest level of 35dB is achieved at some pinch points on the track, then noise levels will be lower for other parts.	
3.22	MT confirmed modelling is based on a worst-case scenario, so levels achieved during real testing are likely to be much better.	
3.23	In response to a query from BLen, MT confirmed the local authority phase is based on predictions from TfL. Subsequently, track will be laid in 2019/2020 and this is when the train test will take place.	
3.24	DB commented it is important that local authorities are 'on notice' for the fact they have an important job to do.	
4.0	Update on issues in De Laune Street	
4.1	MT advised this is an agenda item from the last meeting of the Core CLG and is related to Step-Plate Junction works. MT enquired if BLen has anything extra to add on this subject. BLen confirmed he has nothing further to add.	
5.0	Kennington Station and passenger monitoring condition	
5.1	MT advised he has nothing more to add on this subject, except that with regard to Condition 19, this was submitted to LB Southwark a while ago. An embarrassing situation then arose when both parties could not work out how to pay each other. A fee of £97 has now been paid, however the planning application has not been confirmed yet. Southwark has made a recommendation but TfL does not know what this is yet.	
6.0	Traffic Management	
6.1	MT confirmed this is a standing item. TfL is aware there are long-standing issues with the movement of non-NLE vehicles in the Kennington area. It seems that some companies are happy to incur fines rather than comply with the rules. Local authorities are considering what action to take as a result and Cllr Eleanor Kerlake is up to speed on this issue.	
7.0	Update on any issues since the last meeting which have changed	

	Item	Action
	since the Environmental Statement published during the Inquiry	
7.1	MT confirmed no changes have taken place.	
8.0	Settlement deeds and defect surveys	
8.1	MT confirmed that as tunnelling is coming to an end, the vast majority of defect surveys have been completed, with 80% of relevant properties surveyed. The target is always 100%, however 80% is a much higher figure than Crossrail achieved. MT is pleased the community has allowed the project into its homes and advised that it has enough examples on file to assist with enquiries from any properties that did not have a survey undertaken. Therefore, there are no areas of concern.	
8.2	MT advised that anyone who wants a copy of the survey for their property just needs to request it. If anyone notices any new defects, they can request a follow-up survey.	
8.3	MT confirmed that payment to BLen's contractor has gone through today and should be received in the next few days.	
9.0	Cumulative impact of all construction work in the area	
9.1	MT asked if there are any issues resulting from the large amount of construction work taking place. DB commented that there are still intermittent traffic jams in the Kennington area that come and go.	
9.2	BLen believes it is important to keep an eye on the Kennington area because of the introduction of the T-Charge. This may result in people running around the edge of the charging zone, bringing them into contact with works traffic. The continuation of air monitoring should help to assess the impact.	
9.3	MT confirmed this item will be kept on the agenda for future meetings.	NLE
10.0	Minutes of Area CLGs – issues arising	
10.1	MT circulated a sheet listing the actions from the recent round of CLGs and invited any comments.	
10.2	MT provided a brief summary of the current key issues for each area: <ul style="list-style-type: none"> • <u>Kennington Park and Newington</u> Key issue here is the impact of increased passenger numbers on Kennington Station, as discussed earlier. • <u>Kennington Green</u> The key issue at Kennington Green continues to be the Head House, which will be decided on 7 November 2017. 	

	Item	Action
	<ul style="list-style-type: none"> • <u>Nine Elms and Oval</u> Nothing particular came out of the most recent CLG, however track from remains is a key issue. Cllr Holland is going to attend the follow-up meeting on this subject, as might Neil Coyle MP. • <u>Battersea</u> As raised earlier by HG, there have been concerns about noise from late works at Battersea. Carla Arnold will pick up this issue with HG. The Station Box is now being dug down to basement level 4. Noisy works will tend to take place during core hours going forward. <p>HG mentioned that in the past couple of days, the gate to a passage on Battersea Park Road, which links Stuart Road to Battersea Power Station, has been opened. SD believes this relates to the Power Station Development. HG explained the gate has been open during the day, although there is a chain in place at the moment. The passage is very dark and he is concerned about children accessing it. SD is sure the passage relates to the Power Station development or Network Rail. MT confirmed the passage is not related to the Northern Line Extension. HG confirmed the gate is not manned and has been open during the day. He is not sure who to contact about this issue. MT confirmed he will contact his counterparts at Battersea to see if they are responsible. SD will also follow up.</p>	NLE / SD
11.0	Future agenda items and meeting dates	
11.1	MT advised the agenda for this meeting tends to be fairly static, however he is happy to amend if requested.	
11.2	MT believes 'defect surveys' should remain on the agenda for the next meeting but be removed after that.	NLE
11.3	MT advised dates for all site CLGs have been set for 2018, although some changes have been necessary already. However, dates for the Core CLG are still to be confirmed. MT is keen for Cllr Jennifer Brathwaite to attend and has been trying to speak to her to check her availability. MT confirmed Cllr Jonathan Cook is almost always in attendance. MT would like representatives from all three Boroughs to attend if possible. MT will confirm dates of future meetings as soon as possible.	NLE
12.0	A.O.B	
12.1	DB requested details of the track form meeting scheduled to take place on 14 November. MT confirmed this information will be provided in the next day or so.	NLE
12.2	MG requested people do not circulate pictures of the TBM arrival as	

	Item	Action
	shown in her presentation. There is some superstition about publicising pictures until both TBMs have arrived safely!	
12.3	MT thanked everyone for attending and brought the meeting to a close.	

Meeting started at 18:32 and closed at 19:32. Minutes drafted by Mark Walker (MW).