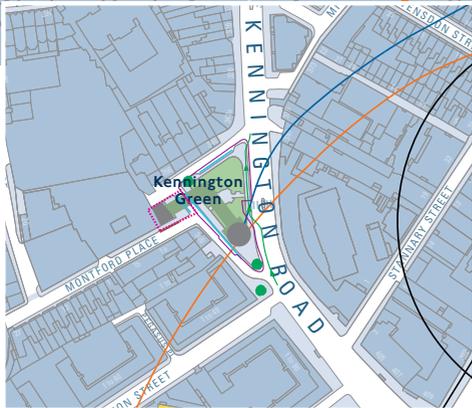
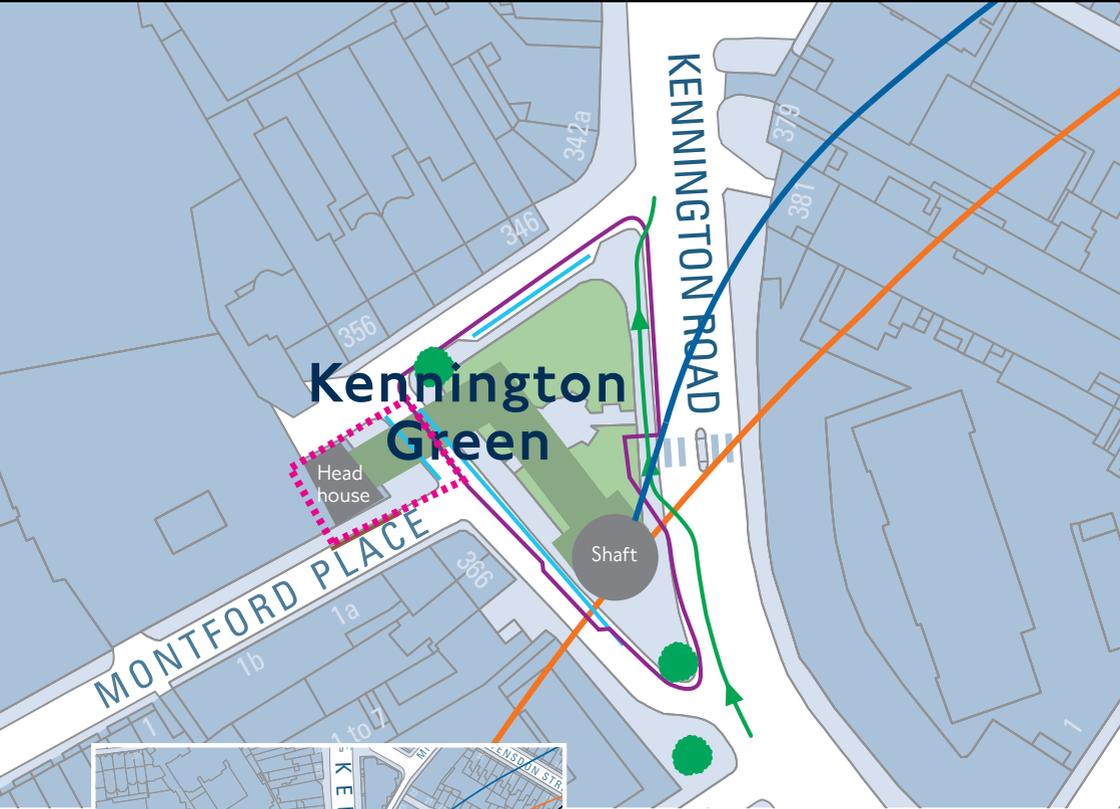


Northern line extension

Factsheet C: Permanent shaft at Kennington Green



Key

- Northern line
- Proposed Northern line extension
- Construction traffic access
- Suspended parking during construction
- Construction site perimeter for head house (3-4 months)
- █ Passageway (underground)
- New resident parking bays during construction
- Construction site perimeter
- Trees to be protected
- Temporary gallery tunnel



1. Introduction

Permanent shafts will be needed to allow air in and out of the underground tunnels, help cool the Tube, control smoke in the unlikely event of a fire and provide emergency access. They must also be directly above the tunnels to allow for the removal of the machines used to dig the tunnels.

The shafts would need to be constructed on the new sections of railway as close as is practicable to their junctions with the Kennington loop.

Following design and technical appraisals, Kennington Green (serving the northbound tunnel) and Kennington Park (serving the southbound tunnel) were identified as the optimal locations for these 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, underneath the Green. However, as it is not essential for the head house to be situated directly above the shaft, during a public consultation

held in summer 2011, we asked local people if they would prefer it to be located on the Green or in the distillery yard. There was an overwhelming preference for the shaft to be located underneath the Green, connected by an underground passageway to the head house that would be located within the grounds of the Beefeater distillery.

2. Alternative shaft locations

As the proposals for the Northern line extension (NLE) have developed, a number of alternative locations to the distillery site suggested during public consultation have been considered.

Following an appraisal of alternative sites in the area, we have concluded that the distillery site is the best option. It does not involve the permanent loss of any buildings or acquisition of existing businesses. It allows the distillery to continue its operations throughout the construction of the NLE, it has less impact during construction on local residents than other potential alternative sites, does not have a direct impact on listed buildings in the area and meets the objectives of the Conservation Area.



View of the head house from the south corner of the Green

3. The proposal

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 within the grounds of the Beefeater distillery on the corner of Montford Place and Kennington Road.

4. 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.

5. Design

The designs of the head house and the reinstatement of Kennington Green have been informed by consultation with the public, local community groups, the local authority and English Heritage. Initial proposals for the head house were for it to be screened by the existing boundary of the distillery. However, safety considerations for the distillery and ventilation requirements of the shaft now require a taller building. The design of the head house reflects the massing and proportions of the residential buildings which define the Green. The building has been



Landscape proposals for Kennington Green

Key

- | | |
|--|----------------------------------|
| 1. Underground structure | 10. Proposed head house |
| 2. Stone paved footpath | 11. Access to gin distillery |
| 3. Stone paved carriage way
(existing width and parking area
maintained) | 12. Retained existing light |
| 4. Stone paved raised crossing | 13. Street light column |
| 5. Flat grassed area | 14. Litter bin |
| 6. Seating | 15. Potential telephone box |
| 7. Potential future artwork | 16. Gin distillery service yard |
| 8. Retained existing tree | 17. Cycle stands |
| 9. New trees | 18. Low post and chain fence |
| | 19. Pelican crossing |
| | 20. Level access to grassed area |



East elevation facing the Green

divided into two main elements constructed of brick to relate to the nearby buildings, with a smaller 'roof' element set back from the main facades. The head house will help enclose the Green and define the entrance to Montford Place.

In response to feedback from the community, the Green will be reinstated once construction works are completed. It will be kept simple and elegant, primarily with a single grassed area and include a shared surface on the smaller roads bordering the Green. Sympathetic heritage lighting, a space for public art and some seating at the southern end of the Green will be included. Where practicable, the Green will be extended by narrowing the pavements which border the space, and a post and chain boundary has been introduced. Detailed proposals will be subject to approval by the local planning authority closer to the time of construction.

Construction impacts

Our TWAO application included powers for two potential construction methods (via underground 'gallery' tunnels or temporary shafts at Harmsworth Street and Radcot Street) to connect the old tunnels to the new NLE tunnels and to stabilise the ground.

Following further feasibility work, the temporary shafts have been removed from the scheme as they are no longer required. This means that the construction site at Kennington Green will also be used for the excavation of the gallery tunnels, extending the construction period by approximately six months to just over three years. More detail of this approach is described in Factsheet A: Gallery tunnels; connecting the extension to the existing Northern line and stabilising the ground.

Tunnelling work may need to take place both day and night for reasons of practicality and safety. However, the majority of the traffic movements to and from the site

would be during normal working hours. These are detailed in our code of construction practice as 08:00 to 18:00 on weekdays (Monday – Friday excluding bank holidays) and 08:00 to 13:00 on Saturdays.

Any lorry movements outside of normal working hours will be kept to a minimum and they would be subject to approval by the local authority under section 61 of the Control of Pollution Act. This application would be submitted by the contractor appointed to undertake the works. For further details of the code, please see Factsheet H: Our approach to managing the construction impacts of the NLE.

We are planning to buy additional land to the north of the distillery to use as part of the construction site area. Further details and the associated impacts of this option are set out in Chapter 4A of the Environmental Statement Addendum.

Traffic

During the construction period there would be activity around the site, including traffic to remove excavated material and deliver site supplies. There would be between 11 – 30 vehicles per day for around 30 weeks in total. For the rest of the programme, there would be 10 vehicles or fewer a day.

Parking

Access to the site would be from Kennington Road. To keep traffic obstruction to a minimum the site will be designed so that lorries can pull off the road into the site and therefore not need to park on the highway.

10 parking spaces would be suspended around Kennington Green over the period of construction, and an additional two spaces would be suspended for a period of three months. We would work with residents to provide advance warning of when these additional spaces will be required. Parking surveys conducted in the area indicate that there will be adequate parking available close by.

Trees

As part of the environmental statement a detailed analysis of the temporary impacts during construction has been undertaken, including an arboriculture survey of all the sites required to build the NLE. At Kennington Green, 11 trees were surveyed and three identified for protection during construction (indicated on the map). Once works have concluded at the site, an extensive re-planting programme would be undertaken, to include a new avenue of London Plane trees to continue the tree-lined boulevard appearance of Kennington Road, and new tree planting on the Green itself.

6. Code of construction practice

We understand residents' concerns about potential disruption during construction of the NLE and we will seek to keep this to a minimum. We will be required to adhere to a strict code of construction practice which is being agreed with the local authorities. The code includes provisions on construction, noise, vibration, dirt on highways and working hours. Please see Factsheet H: Our approach to managing the construction impacts for the NLE.

7. 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

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

8. Tunnelling and ground movement

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

9. Further information

Full details about the NLE TWAO application, and the documents to support this are available at tfl.gov.uk/nle

If you would like more information about the proposals, please email nle@tfl.gov.uk

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