

**Transport and Works Act 1992
Town and Country Planning Act 1990**

Planning (Listed Buildings and Conservation Areas) Act 1990

Proposed London Underground (Northern Line Extension) Order

**CORRECTIONS AND ADDENDUM TO RUPERT THORNELY-TAYLOR'S PROOF OF
EVIDENCE [TFL3/A] AND APPENDICES [TFL3/B]**

IN RELATION TO

NOISE AND VIBRATION

1. Corrections to Rupert Thornely - Taylor's proof of evidence [TFL/3A] are as follows:

Page 3, paragraph 2.1.1, line 4, delete "NLE/A20", insert "NLE/A19/2"

Page 8, paragraph 3.2.6, line 8, delete "NLE/E2", insert "NLE/E5"

Page 9, paragraph 4.3.1, at sub-bullet point i, line 4, delete "NLE/A19", insert "NLE/A19/1"

Page 9, paragraph 4.3.1, at sub-bullet point iv, line 4, delete "NLE/A20", insert "NLE/A19/2"

Page 11, paragraph 4.8.3, at sub-bullet point ii, line 1, delete "feel able", insert "feelable"

Page 11, paragraph 4.8.4, at sub-bullet point ii, line 1, delete "feel able", insert "feelable"

Page 12, paragraph 4.9.1, line 3, delete "BS 4142:1992", insert "BS 4142:1997"

Page 12, paragraph 4.9.1, line 9, delete "NLE/E3", insert "NLE/E6"

Page 12, paragraph 4.9.3, line 1, delete "feel able", insert "feelable"

Page 12, paragraph 4.10.1, line 3, delete "to in i", insert "in 4.8.4 above"

Page 13, paragraph 4.10.2, line 1, delete "feel able", insert "feelable"

Page 15, paragraph 5.1.11, line 1, delete "achieve", insert "achieved"

Page 16, paragraph 5.2.2, line 9, delete "feel able", insert "feelable"

Page 18, paragraph 5.4.1, line 3, delete "NLE/E6", insert "NLE/E9"

Page 19, paragraph 5.4.3, line 3, delete "Appendix 4 of this proof", insert "NLE/E7"

Page 20, paragraph 5.4.5, line 11 of the quoted text, delete "[See Appendix 4 of this Proof]"

Page 20, paragraph 5.4.7, line 2, delete the second occurrence of "Appendix E"

Page 21, paragraph 5.4.8, line 11, delete "satisfied is", insert "satisfied if"

Page 22, paragraph 6.1.4, line 2, delete "NLE/E6", insert "NLE/E9"

Page 23, paragraph 6.2.1, line 3-4, delete "Reproduced in Appendix 4 of this Proof", insert "NLE/B6"

Page 23 paragraph 6.2.1, line 5, delete "NLE/A23, Section N1", insert "NLE/A19/9 Appendix NA"

Page 23, paragraph 6.2.2, line 3, delete "Reproduced in Appendix 4 of this Proof", insert "NLE/B6"

Page 23, paragraph 6.2.3, line 2, delete "NLE/A23" and insert "NLE/A19/5"

Page 23, paragraph 6.2.3, line 3, delete "NLE/A23" and insert "NLE/A19/5"

Page 23, paragraph 6.2.3, line 6, delete "Appendix 5 (Table A 0.1) of this proof", insert "NLE/A19/5 Part N2 Appendix A Table 1"

Page 23, paragraph 6.2.4, line 1, delete "in Appendix 5"

Page 24, paragraph 6.2.9, line 2, delete "NLE/A23", insert "NLE/A19/5"

Page 27, paragraph 7.2.4, line 5, delete "NLE/A23", insert "NLE/A19/5"

Page 27, paragraph 7.2.4, line 8-9, delete "Reproduced in Table A 0.1 of Appendix 5 of this Proof", insert "NLE/A19/5 Part N2"

Page 27, paragraph 7.2.6, line 2-3, delete "See Appendix 4 of this Proof", insert "NLE/B6"

Page 28, paragraph 7.2.8, line 4, delete "NLE/A2", insert "NLE/A2/1"

Page 30, paragraph 8.1.2, at sub-bullet point v, line 2-3, delete "NLE/A23" and insert "NLE/A19/5"

2. Corrections to Rupert Thornely - Taylor's appendices [TFL/3B] are as follows:

Page 16, delete table A 3.1 and insert

Table A 3.1 Construction Noise Assessment Threshold Values

Location	Construction noise Threshold Values $L_{Aeq,T}$		
	Daytime (07:00 – 19:00) and Saturdays (07:00– 13:00)	Evenings (1900 – 2300) and Weekends	Night (2300– 0700)
Battersea Station (S1, S2, S3)	75	73	71
Nine Elms Station – Wandsworth Road (L3, S6)	65	65	55
Nine Elms Station – Pascal Street (S4,S5)	65	60	55
Kennington Green (L5, S12, S13)	75	65	64
Kennington Park – St Agnes Place (S8)	65	60	55

Table A 3.1 Construction Noise Assessment Threshold Values

Location	Construction noise Threshold Values $L_{Aeq,T}$		
	Daytime (07:00 – 19:00) and Saturdays (07:00– 13:00)	Evenings (1900 – 2300) and Weekends	Night (2300– 0700)
Kennington Park – <i>Kennington Park Place (L4)</i>	65	55	55
Harmsworth Street(S9)	70	60	59
Radcot Street (S10)	65	55	55
Battersea Park Phase 1 ¹	65	55	45
Note 1: The nearest sensitive receptor is the proposed residential building which forms phase 1 of the Battersea park redevelopment. It is not possible to determine representative ambient noise levels for this position as the proposed building will screen the nearest receptors from the existing ambient noise sources. Therefore, for the purpose of this assessment the lower limits set out in Table 9-2 have been assumed.			

Page 36, Objector 3 Jonathan Cox, line 25, last paragraph, delete “I1b” and “NLE/A20”, insert “I1a” and “NLE/A19/2”

Page 37, Objector 6 Rebecca Grist, line 10, delete "Shown on Figure A1.6 in Appendix 1 of this proof"

Page 39, Objector 17 Christine Everitt, line 6, delete "Shown on Figure A1.6 in Appendix 1 of this proof"

Page 40, Objector 22 Michael Rourke, line 11, delete "Shown on Figure A1.6 in Appendix 1 of this proof"

Page 40, Objector 23 Vicky Bowman, line 7, delete "see Figure A1.6 in Appendix 1 of this proof"

Page 41, Objector 27 Eric Guibert & Robin Pembroke, line 7, delete "see Figure A1.6 in Appendix 1 of this proof"

Page 42, Objector 30 Heart of Kennington Resident's Association, line 22, delete "paragraph 6.4", insert "section 5.1"

Page 42, Objector 30 Heart of Kennington Resident's Association, line 38, delete "see Figure A1.6 in Appendix 1 of this proof"

Page 43, Objector Dr AA Khakoo, line 8-9, delete "see Figure A1.6 in Appendix 1 of this proof"

Page 43, Objector Mel Cullinan, line 9, delete "see Figure A1.6 in Appendix 1 of this proof"

Page 44, Objector 40 David Harkness/Tristan Standish, line 18, delete and insert text as follows

40 David Harkness/Tristan Standish 352 Kennington Rd

The objector is concerned about noise from Kennington Green Shaft/Head House during construction and operation.

The objector's premises are ~~approximately 100m north of the Kennington Green worksite and screened from it by intervening buildings.~~

~~The objector's adjacent to prediction location is much further from this worksite than the receptors assessed for effects "Green 1" referred to in the paragraphs 9.142 and 9.143 in the ES are, and the residual effects from. The predicted construction noise levels at those locations were predicted to be not receptor location Green 1 exceed the limits set out in Table 9-17. This represents a significant impact at this receptor location. The location would qualify for noise insulation according to the London Underground Northern Line Extension Construction Noise and Vibration Mitigation Scheme.~~

The effects of construction traffic have been assessed for sections of Kennington Park Road from south of Camberwell New Road [NB this is printed as Camberwell North Road in the ES, Table 9-24] to south of Braganza Street. Braganza Street is about 200m south of 16 Kennington Park Road. For all these sections of Kennington Park Road the effect was negligible and not significant (See Appendix A5, Table 5.2).

The nearest groundborne noise prediction location is G12 (16 Aulton Place, ~~see Figure A1.6 of Appendix 1 to this proof~~).

Construction vibration has been predicted at locations G1 to G13 for tunnel boring activities and the effects are not predicted to be significant for their effects on humans or structures.

Based on the assumptions in the ES (para 9.171) the levels of groundborne noise from the temporary construction railway at receptor G12 is not considered to be a significant effect.

In the operating phase, groundborne noise and vibration from the underground trains are not predicted to give rise to any significant residual effects.

Page 45, Objector 43 Adrian and Victoria Bartlett, line 4, delete "paragraph 9.19", insert "paragraph 8.3.5"

Page 48, Objector 60 KWNAG, line 29, delete "Section 6 of this proof considers the 2009 WHO guidance (in paragraphs 6.22 and 6.25)", insert "Section 5 of this proof considers the 2009 WHO guidance (in paragraphs 5.4.3 and 5.4.5)"

Page 49, Objector 66 Alexandra Norrish, line 7, delete "see Figure A1.6 in Appendix 1 of this proof"

Page 51, Objector 123 VNEB Development and Action Transport Group, line 10, delete "Section 6 of this proof considers the 2009 WHO guidance (in paragraphs 6.22 and 6.25)", insert "Section 5 of this proof considers the 2009 WHO guidance (in paragraphs 5.4.3 and 5.4.5)"

Page 52, Objector 131 IMPACT, line 1, delete "Section 6 of this proof considers the 2009 WHO guidance (in paragraphs 6.22 and 6.25)", insert "Section 5 of this proof considers the 2009 WHO guidance (in paragraphs 5.4.3 and 5.4.5)"

Page 52, Objector 132, Richard Clayton and Laura Forman, line 8, delete "see Figure A1.6 in Appendix 1 of this proof"

Page 53, Objector 138 Edward and Emma Docx, line 13, delete "see Figure A1.6 in Appendix 1 of this proof"

Page 55, Objector 146 G Bradic Nelson, line 1, delete "Section 6 of this proof considers the 2009 WHO guidance (in paragraphs 6.22 and 6.25)", insert "Section 5 of this proof considers the 2009 WHO guidance (in paragraphs 5.4.3 and 5.4.5)"

Page 56, Objector 190 NLE Community Action Group, line 20, delete "paragraph 6.2, insert "paragraphs 5.4.3 and 5.4.5"

Page 60, Claylands Green NLE Action Group, line 23-24, delete "paragraph 8.15, insert "paragraph 7.2.11"

3. Rupert Thornely - Taylor's response to the Statement of Matters is annexed to this correction sheet, from p.1 of the Annex.

November 2013

ANNEX - RUPERT THORNELLY - TAYLOR'S RESPONSE TO THE STATEMENT OF MATTERS

Extract from Statement of Matters	Location of Response
<p>4. <i>The extent to which the scheme would be consistent with the National Planning Policy Framework, Mayoral Plans and Strategies for London and with local planning authority policies.</i></p>	<p>5.4.1-4 6.1.1-8 The NPPF refers to the Noise Policy Statement for England which calls for mitigation between NOAEL and SOAEL. The design guidance for NLE is better than NOAEL.</p>
<p>5. <i>The likely impact on local residents, others visiting or passing through the area, businesses and the environment of the scheme during construction and operation, including;</i></p> <p style="padding-left: 40px;">a) <i>noise and vibration;</i></p>	<p>Section 8 and 9 There will be no significant impact on local residents, others visiting or passing through the area, businesses or the environment of the scheme during operation. As regards those significant effects that are currently predicted to occur during the construction phase, controls under both the project's Code of Construction Practice and Section 61 of the Control of Pollution Act (enforced by the relevant Local Authorities) will ensure that the best practicable means will be used to control noise and vibration thereby minimising these effects.</p>
<p>6. <i>The effects of the construction of a permanent shaft and head house in Kennington Park and Kennington Green.</i></p>	<p>8.2.1-8.2.3 8.3.2 The use of the Section 61 process will ensure, where practicable, that works are carried out on site to meet the target noise levels provided in Table 1 of Appendix A of the Construction Noise and Vibration Mitigation Scheme. Where it is not practicable to meet the target construction noise thresholds the Northern Line Extension Construction Noise and Vibration Mitigation Scheme will provide off-site mitigation to remove residual significant effects that cannot be mitigated through on-site measures. Therefore, the use of the defined mitigation measures will ensure that airborne construction noise effects from worksites are not significant (negligible to minor adverse effects). The operational noise due to fixed installations at stations and ventilation shafts has been predicted to provide a</p>

	negligible effect with the predicted noise levels no greater than 10 dB below the background noise levels. This meets the project design target
<p>9. <i>The measures proposed by TfL for mitigating any adverse impacts of the scheme, including:</i></p> <p>a) <i>the proposed Code of Construction Practice;</i></p> <p>b) <i>any measures to avoid, reduce or remedy any major or significant adverse environmental impacts of the scheme; and</i></p>	<p>7.2 Noise and vibration from the NLE scheme will be controlled in the following ways:</p> <p>i) An updated CoCP</p> <p>ii) The Project Noise and Vibration Policy for Airborne Noise during Construction</p> <p>iii) Prior consents under Section 61 of the iv) Control of Pollution Act 1974</p> <p>The facilities associated with the Northern Line Extension will be designed to control noise and vibration to levels no greater than the thresholds of significance established for the project.</p>
<p>11. <i>The conditions proposed to be attached to the deemed planning permission for the scheme, if given, and in particular whether those conditions meet the tests of the DOE Circular 11/95 of being necessary, relevant, enforceable, precise and reasonable.</i></p>	<p>Appendix 4 In process of agreement with the local authorities</p>