

Response to questions raised by Tom Bartlett (OBJ128) on 09 & 10 December 2013

1. A copy of all instructions given to the architects in relation to the design of the head house at Kennington Green (already requested on 29 November 2013).

This was provided in response to the Freedom of Information (Fol) request on Tuesday 10 December 2013.

2. A plan of the 373 site layout during the construction phase.

See attached Halcrow drawings that were produced as part of the Halcrow Technical Note to TfL on the 373 Kennington Road site. These are indicative only and were produced in order to allow for a finer grained study than had previously been conducted.

3. A plan showing the final site layout at 373 with the head house, access and circulation space marked as referred to in Tfl63 para 2.2.3. Please also supply the same assuming there is a basement adit. On both plans please show the 800 sq m that cannot be developed further, as referred to in Tfl 63 para 4.3.4.

See attached Halcrow drawings (“373 Kennington Road Option A Proposed Ground Plan” and “373 Kennington Road Option B Proposed Ground Plan”) produced for TfL. These are indicative drawings, and as above, were produced in order to allow for a finer grained study than had previously been conducted. Whilst these are only illustrative diagrams, they do provide approximate proportions of the site that would be required permanently for the head house and associated and ongoing access requirements. The need for the internal access road would also prevent a single development site being created.

4. A plan of the (former) Tesco land which proposed as an expansion of the distillery referred to in Tfl63 para 4.2.4

Please refer to the plan attached to note Tfl 47 submitted to the inquiry.

5. The reviewed assessment of construction noise at Kennington Green referred to in Tfl63 8.2.3. Please include a plan showing the locations of various items of plant, a schedule of the noise levels produced by the quietest available plant and details of the reduction in the amount of time each item of plant is operational.

Figure 4-6a in Chapter 4 of the Environmental Statement Addendum [NLE/A19/8] shows the proposed site layout.

The attached Excel spreadsheet which uses source data from BS5228-1:2009. The CoCP will also require the contractor to use plant which complies with European Commission Directive 2000/14/EC/United Kingdom Statutory Instrument (SI) 2001/1701 The Noise Emission in the Environment by Equipment for Use Outdoors Regulations which was updated in 2005 using

more recent source data than the BS5228-1:2009. This will require the contractor to use modern plant with effective silencers.

Details of the reduction in the amount of time each item of plant is operational will be quantified when the appointed contractor has produced a reviewed construction methodology. Part A of the CoCP [NLE/A19/9] states, "*Machines in intermittent use will be shut down or throttled down to a minimum during periods when not in use. Static noise-emitting equipment operating continuously will be housed within suitable acoustic enclosure, where appropriate.*" Therefore it can be reasonably assumed that plant that is not normally used in worksites continuously shall not be emitting noise continuously. The current schedule of usage of plant has been produced by NLE engineers based on experience. The schedule of key noise generating activities is given in Table 12 of the ES Appendix E2 Construction Noise and Vibration Prediction Report [NLE/A19/2].

6. The assessment of construction noise for 373 alluded to in Tfl63 para 8.2.5 applying the same site management considerations as that for Kennington Green.

A detailed noise assessment was not conducted at 373 Kennington Road. For the initial assessment which was report in section 5.3 of the Report on Suitability of 373 Kennington Road [NLE/G6] the construction activities are assumed to be largely similar to that of Kennington Green. These impacts would principally be mitigated by the use of an acoustic shed, as well as best practice measures proposed at Kennington Green. The significant difference at 373 Kennington Road is the addition of the demolition phase, the construction and dismantling of the acoustic shed. Due to the constrained site area at the 373 site, it would not be possible to sufficiently mitigate all noise impacts.

7. Appendix 1 to TFL63 (page 42) shows Figure 1 – Kennington Green Worksite with on-site construction vehicle parking. Please supply a full copy of the document from which this is taken.

The drawing is Figure 4-6a from the Environmental Statement Addendum [NLE/A19/8] which has been annotated by TfL's transport advisors (SDG) for the purposes of the rebuttal.