



# Application for Development Consent

Application Reference Number: WWO10001

## Errata

### 6.2.04 Environmental Statement

Volume 4 Acton Storm Tanks

Doc Ref: **9.04.01**



## Doc ref 6.2.04 Volume 4: Acton Storm Tanks

No.	Document no.	Section or paragraph reference	Page no.	Nature of erratum and explanation	Replacement text
1	DCO-DT-000-ZZZZZ-060204	Vol 4, Section 9, para 9.5.12	23	Text is wrong - We will not be using Eastman Road or Larden Road, nor will we be building a construction access from Eastman Road Canham Road.	Construction vehicles will access the site from The Vale carriageway via Warple Way and Canham Road. Vehicles will exit the site via Canham Raod and Stanley Gardens.
2	DCO-DT-000-ZZZZZ-060204	Vol 4, para 9.5.32	19	Error in text re duration of effect - should be three months not one month as stated in ES	The construction noise levels are estimated to exceed the ABC potential significance criteria for a residential receptor during the day for three months. The activities which result in a potential significant effect do not occur concurrently.
3	DCO-DT-000-ZZZZZ-060204	Vol 4, para 9.5.60	23	Error in text - measured ambient noise levels are greater than predicted construction levels not below as stated in ES.	The typical daytime noise level (most frequently occurring monthly level) is 55dBLAeq. The worst-case daytime noise level of 59dBLAeq shown in Vol 4 Table 9.5.2 would occur during the site set up and demolition works for approximately one month. The measured ambient noise levels are greater than the predicted construction noise levels. Therefore, construction noise at this receptor is considered to be not significant.
4	DCO-DT-000-ZZZZZ-060204	Vol 4, para 9.5.62	23	Error in text - description of access route was incorrect	Vehicles would access and leave the site via the existing one-way system consisting of Warple Way, Canham Road and Stanley Gardens, and onto The Vale (A4020). A new temporary construction access would lead onto Canham Road along the northern perimeter of the site.
5	DCO-DT-000-ZZZZZ-060204	Volume 4, Section 9 Noise and Vibration, Para 9.5.65	24	Error in text - incorrect roads referred to	The section of the A4020 (The Vale) between Stanley Gardens and Eastman Road has the highest 18hr flow, with over 23,000 vpd and 8% HGVs. The 18hr flows on other sections of the A4020 range from approximately 17,500 vpd and 23,000 vpd with %HGV ranging from 11.5% to 7.2%. Old Oak Road has an 18hr flow of over 13,000 vpd and 7.9% HGV. The 18hr flow on other links ranges from approximately 1,700 (Stanley Gardens) to approximately 1,400 (Warple Way) with % HGV ranging from 3.8% (Stanley Gardens) to 2.9% (Warple Way).
6	DCO-DT-000-ZZZZZ-060204	Vol 4, Para 9.5.71	26	Error in text - predicted eVDV levels don't all fall below 'Low probability of adverse comment' band as stated in ES. Some fall within.	All of the predicted eVDV levels at each of the receptor locations fall within or below the 'Low probability of adverse comment' band, as described in Vol 2 Section 9 and therefore significant effects are not anticipated. These predicted levels are based upon the worst-case conditions that may arise during the most intense vibration activities within the site. Therefore significant effects are not anticipated at these locations.
7	DCO-DT-000-ZZZZZ-060204	Vol 4, Table 9.6.1, 2nd row, 5th column	30	Error for receptor AS1, Value/sensitivity is incorrect	Value/sensitivity = High
29	DCO-DT-000-ZZZZZ-060204	Vol 4, Table 9.6.1, 4th row, 2nd column	30	Error for receptor AS3, receptor name is incorrect	AS3 receptor = 14-26 Greenend Road
30	DCO-DT-000-ZZZZZ-060204	Vol 4, Table 9.6.1, 5th row, 2nd column	30	Error for receptor AS4, receptor name is incorrect	AS4 receptor = 46-54 Greenend Road
31	DCO-DT-000-ZZZZZ-060204	Vol 4, Table 9.6.1, 11th row, 5th column	31	Error for receptor AS10, Value/sensitivity is incorrect	Value/sensitivity = High
32	DCO-DT-000-ZZZZZ-060204	Vol 4, Para 9.6.10	32	Incomplete sentence	Measurements taken during storm and non-storm events at operational drop structures in the United States, equivalent to those being considered for the Thames Tideway Tunnel project, have been used to inform the assessment of noise and vibration during tunnel filling events. These studies (Jain, SC and Kennedy, JF., 1983) <sup>1</sup> are described in Volume 2. The highest noise levels measured on a mesh grille directly over a similar drop shaft, during this study, were 61dBLAeq during a severe storm event.

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